



Cape Hatteras National Seashore
North Carolina

Pea Island Life-Saving Station Rodanthe, North Carolina

Coast Guard Station #177

Historic Resource Study



Cultural Resources
Cape Hatteras National Seashore



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2008

Written By: Douglas Stover

Historian

National Park Service

Cape Hatteras National Seashore



About the cover: photograph Pea Island Life Saving Station, 1935

This special history study is available for study at National Park Service, Outer Banks Group Headquarters, 1401 National Park Dr, Manteo, NC. 27959 and at a variety of other repositories, such as the Outer Banks History Center, Manteo, N.C. and a web-based format through the web site of the National Park Service. Please visit www.nps.gov.

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Foreward

I am pleased to make available this history of the Pea Island Life-Saving Station, Rodanthe, North Carolina. The research was undertaken to help Cape Hatteras National Seashore, Pea Island National Wildlife Refuge and the Town of Manteo interpret the histories of Pea Island Life-Saving Station on the Outer Banks of North Carolina.

With the help of many sources and research material from the National Archives, Cape Hatteras National Seashore Museum Resource Center, location of the original material of Keeper Richard Etheridge, Pea Island LSS. My thanks to the efforts of Eugene Austin, and Carole Scott-Sciotto of The East Carolina Pathway to Freedom Coalition that made the effort to save the original cookhouse of the Pea Island Life Saving Station and relocated it to the Town of Manteo at Collins Park.

Special thanks to The Collin Parks Committee, Chairman Darrell Collins, Member Tonya Collins, Member Virginia Tillett, Member Doug Stover. Members Linda and Frank Hester. Member John Wilson, and the help of Manteo Town Manager Kermit Skinner, Manteo Building Inspector Johnny Boniface, Town Clerk Becky Breiholz, Mayor and Commissioner of the Town of Manteo for restoring the original cookhouse as a museum.

This book is dedicated in memory to Manteo Commissioner Dellerva Collins, an African American woman who sat on the Board of Commissioners of the Town of Manteo for more than 26 years, and who envisioned to move and restore the historic Pea Island Cookhouse museum to tell the story of the history of African Americans on the Outer Banks. The original Pea Island Life-Saving Station cookhouse can be visited today at Collins Park, Manteo, NC.

With the help of several staff from the National Park Service, Outer Banks Group, National Park Service, Mike Murray, Superintendent, Judy Ryan, Marie Reed and my supervisor Thayer Broili, Chief of Resource Management.

I hope it will prove useful to managers and interpreters at Cape Hatteras National Seashore, Pea Island National Wildlife Refuge and the Town Of Manteo.

Doug Stover

Historian
Cape Hatteras National Seashore

2008

Chapter One: Introduction, History of Life-Saving Stations on the Outer Banks

The United States Lifesaving Service

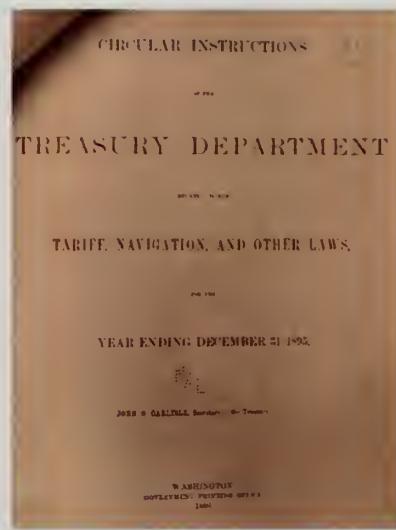
- Established in 1871 under Department of Treasury
- Committed to aiding stranded vessels and saving shipwreck victims
- Each station manned by keeper and six crewmen

In the early 1800s, shipwreck victims were at the mercy of the sea and the only help of the victims might receive was from the local residents, providing they happened upon the wreck or the survivors that made it to shore. In 1807, the first volunteer lifesaving station was built in Cohasset, Massachusetts by the Massachusetts Humane Society. But very soon attention was focused on "the Graveyard of the Atlantic," the treacherous coast of North Carolina.

In 1871, the United States Department of The Treasury established an organization solely committed to aiding stranded vessels and saving shipwreck victims, the United States Lifesaving Service (L.S.S.). The U.S. Lifesaving Service was the forerunner to the U.S. Coast Guard. This marked an end to the volunteer era and the beginning of a professional organization. When first created, the L.S.S. was part of the Revenue Marine Bureau. Secretary of the Treasury Boutwell appointed Sumner I. Kimball as Head of the Revenue Marine Bureau.



Photo: Sumner I. Kimball
Smithsonian Intuition



National Park Service, Cape Hatteras NS
Museum Collection

The districts would be directed by Civilian Superintendents. The superintendents would work for the Revenue Marine Bureau. In 1873, the U.S.L.S.S. was better organized and regulations were issued, including the creation of districts to be directed by civilian superintendents, someone outside of the Revenue Marine Bureau. The Sixth District included the Atlantic coast from Cape Henry, VA to Oak Island, NC. The new regulations also created a detailed system for inspection

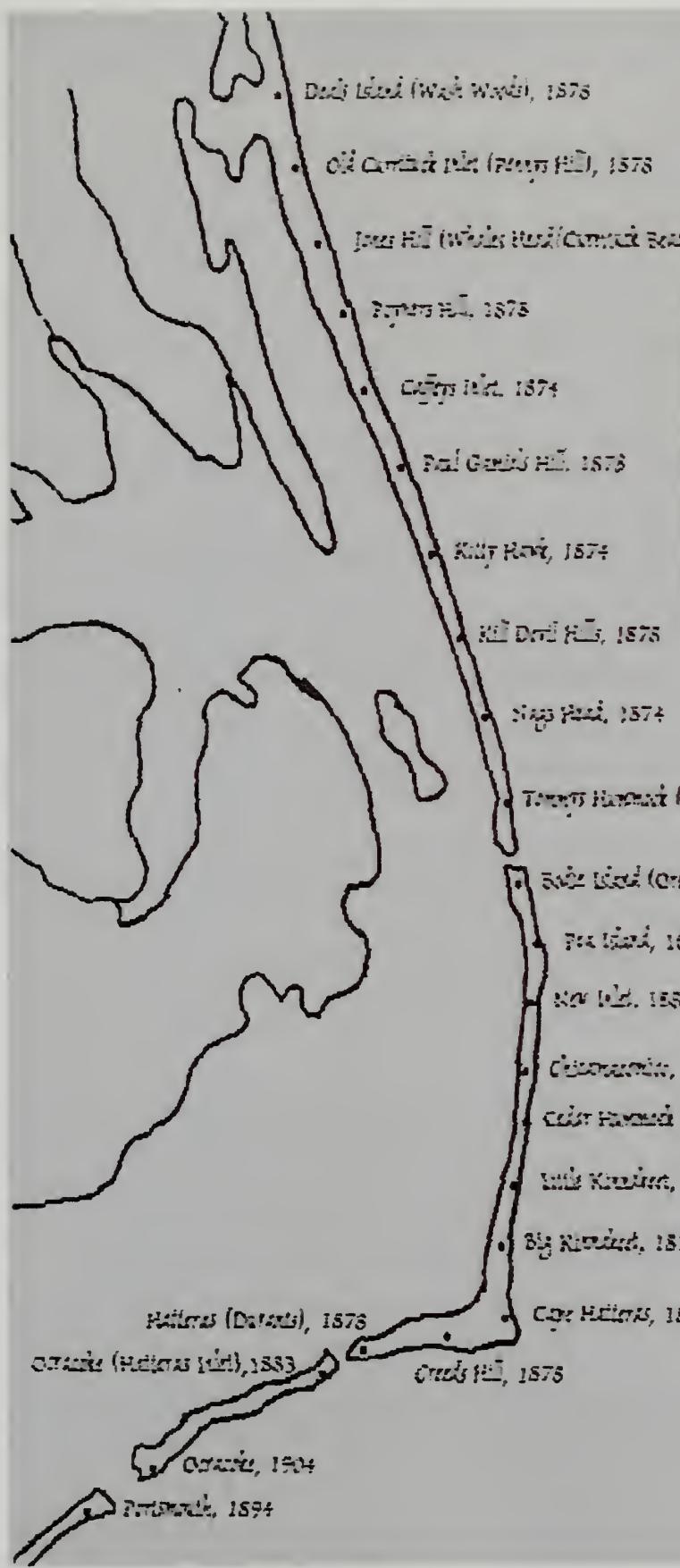
and maintenance of stations and required a physical examination for every keeper. On 20 June 1874, Congress passed the Life-Saving Stations Act

In 1874, the U.S. Lifesaving Service was begun by building a chain of seven lifesaving stations along the Outer Banks, at the points of greatest danger to ocean going vessels. The lifesaving stations, working in conjunction with the several lighthouses located along the Outer Banks, helped to save and rescue many vessels as they passed through the Graveyard of the Atlantic.

Outer Banks Life-Saving Stations

- 1874 - 7 stations,
- 15 miles apart
- Disasters for the LSS
- 1877- USS Huron
- 1878- Metropolis
- Congress passes H.R. 3988, Lifesaving on the Outer Banks
- 11 new stations on Outer Banks
- Extension of season
- Doubled keeper's salary
- In an attempt to end corruption, Richard Etheridge is appointed.

U.S.L.S.S.
Stations
on the Outer Banks



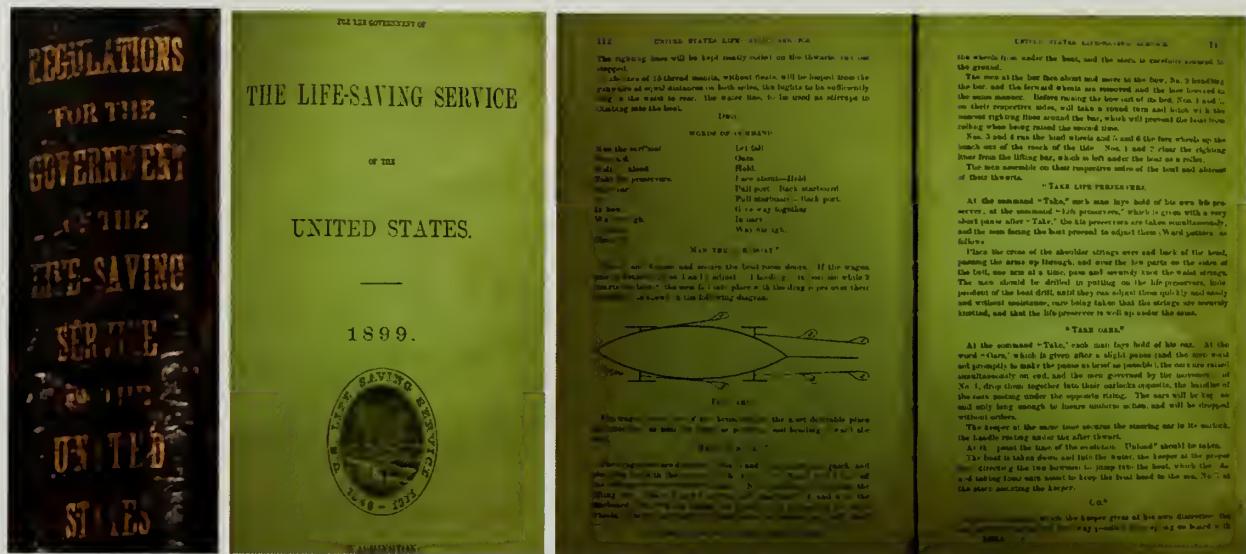
List of Life Saving Station's Today on the Outer Banks of North Carolina

- Wash Wood (1878-1933) - Once called Deal's Island station. Early station once used as a dance hall. Subsequent station now a private home.
- Penney's Hill (1878) - Old station recently moved to original site 6 1/2 miles north of Corolla for use as private home. Once called Old Currituck Inlet.
- Currituck Beach (1874-1904) - Also called Jones Hill. Later station also recently moved from original location in Corolla to site adjacent to Penney's Hill station for use as private home.
- Poynters Hill (1878, 1904-08) - Older station now in Corolla as private home. Built as a result of 1878 Metropolis disaster on nearby beach. Second station burned down in early 1970.
- Caffeys Inlet (1874-1899) - Once protected inlet at Dare-Currituck county line. Now restored as Sanderling Restaurant.
- Paul Ganiel Hill (1878, 1909 new site) - Once located in what is now Seacrest Village. Abandoned by Coast Guard in 1949, used as a private residence, then burned in early 1960's.
- Kitty Hawk (1874-1915) - Located near Mile Post 4 1/2 on Beach Road; 1874 station now the Station Six Restaurant; 1915 station a private home.
- Kill Devil Hills (1878-1930's) - Original station moved in 1986 to Corolla, now restored as Twiddy & Company, real estate office. Second station a private home located on 1878 site on Beach Road near Mile Post 8 1/2
- Nags Head (1874-1912) - Last station destroyed in 1962 Ash Wednesday storm.
- Bodie Island (1878-1923) - Once called Tommy's Hummock. Old station owned by the National Park Service.
- Oregon Inlet (1874-1897) – Threatened by erosion. Original station washed away by inlet.
- Pea Island (1878-1881) - Formerly located opposite Pea Island National Wildlife Refuge headquarters; remnants of stone foundation at parking area are there. First station destroyed by suspicious fire. Cookhouse now re-located in Manteo, Collins Park.
- New Inlet (1882) - Destroyed by fire near where inlet cut through Hatteras Island. Never rebuilt.
- Chicamacomico (1874-1911) - Both stations near original sites in village of Rodanthe. Site of famous 1918 Mirlo rescue, stations are now restored museums.

- Gull Shoal (1878) - Once called Cedar Hummock, it was destroyed in 1944 hurricane. Near where Ramus Midgett saved 10 people from wreck of the Priscilla in 1899. Location near Salvo campground.
- Little Kinnakeet (1874-1904) - Both stations located north of Avon village. Owned by National Park Service.
- Big Kinnakeet (1878-1929) - Damaged in 1944 hurricane, demolished later. Foundation south of Avon near Askins Creek.
- Cape Hatteras (1882) - Once south of the lighthouse near Cape Point, station and boathouses demolished during early 1930's and replaced by Coast Guard group station in 1935. Protected beaches closest to dangerous Diamond Shoals.
- Creeds Hill (1878-1918) - West of Frisco village on Route 12; once located about two miles east of present site. Now private home.
- Durants (1878) - Original station now part of Durants motel complex near ocean beach. Formerly called the Hatteras station, it's being restored as part of condominium project.
- Hatteras Inlet (1883) - Earlier location on Hatteras side now destroyed. Later station on Ocracoke Island destroyed in 1955 storm near where Ocracoke ferry dock is now located. Present Coast Guard inlet station near Hatteras ferry docks.
- Ocracoke (1905-early 1940's) - Original station, now one, located east of present Coast Guard Station on Silver Lake harbor entrance in Ocracoke village. Portsmouth (1894) - Located in Portsmouth village, now deserted community owned and maintained by U.S. Park Service.¹

¹ List of Life Saving Stations, The Outer Banks Chamber of Commerce

Chapter Two: Life-Saving Stations Tools of the Trade



UNITED STATES LIFE-SAVING SERVICE. 105



FIG. 14.—Man weather whip—haul ashore.

Photo's: National Park Service, Cape Hatteras National Seashore Collection



Life-Saving Station Crew Drill



Photo's: National Park Service, Cape Hatteras National Seashore



Photo: Smithsonian Institution

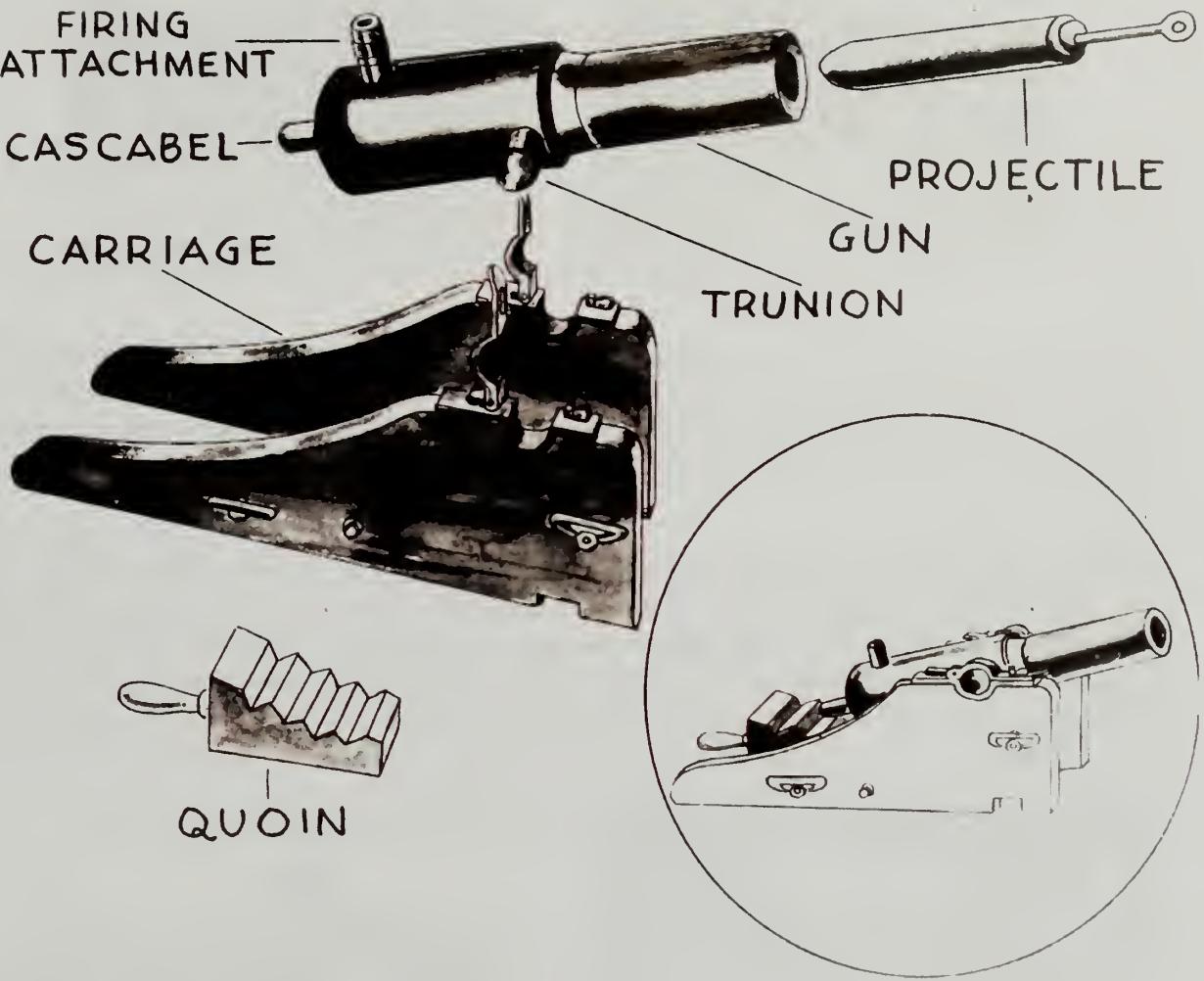
Crewman at the U.S. Lifesaving Station faking the messenger line of the Lyle gun.



Photo: National Park Service, Cape Hatteras National Seashore

Breeches Buoy:

The breeches buoy is a life ring sewn into a pair of short pants. It is used to transport the wreck victim from the ship to the beach. It is attached to the traveling block which rides along the hawser and pulled back and forth by the surfman manning the whip line.



Lyle Gun & Shot:

The Lyle Gun is a line throwing device used to deliver the first line (i.e. the shot line) to the ship. Designed by David A. Lyle, this, heavy, short barreled gun is capable of firing the shot approximately 300 yards on a full charge of 8 ounces of black powder. The shot, weighing 18 pounds, is a cylindrical projectile with an eye on one end where the shot line is tied.

Shot Line & Faking Box:

The shot line is tied to the projectile and is the first line to reach the shipwreck. This is the thinnest line used in the drill and is stored in a special pattern the faking box. This special pattern allows it to pay-out freely as the gun is fired. After the drill, the shot line is returned to the box by carefully laying it in the faking pattern ensuring that it is ready for the next use.

Heaving Stick:

The heaving stick was used in case the Lyle Gun could not be deployed and substituted as a line throwing device. This was a most dangerous technique, as the surfmen would often have to wade deep into the surf in attempt to get a line aboard the ship.



Photo: Tally Board, National Park Service, Cape Hatteras National Seashore Collection

The tally board is used to deliver instructions to the vessel in peril. It is simply a board with printed instructions (English on one side and French on the other) telling the mariners how to aide the surfmen in their rescue efforts. The tally board is tied to the shot line by the keeper at the same time as the whip line and hauled aboard.

Whip Line & Block:

The whip consists of two whip reels mounted on the beach cart, the whip line, and the whip block. Once the shot is fired across the wreck or wreck pole, the shore-side end of the shot line is tied to the tail block. At that point is hoped that there is an able bodied seaman aboard the ship capable of hauling in the shot line and attaching the tail block high aboard the ship. Once it is determined that the line has been secured to the vessel, the whip will be used to haul items such as the hawser, breeches buoy and sometimes the life-cart back and forth between the beach and the wreck. This operates in the same manner as an old fashion clothes line with pulleys operates with the surfmen pulling on either the windward or leeward half of the whip from shore.

Hawser & Traveling Block:

The hawser is the work horse of all the lines. It is a thick, strong rope made from manila with a traveling block attached. This block travels along the hawser and carries the breeches buoy back and forth from the vessel by means of the whip.

Fall:

The fall is a block and tackle pulling device used to place tension on the hawser. The fall consists of an inner block and outer block and has a ratio of 4:1 giving five surfmen the pulling strength of twenty. The outer block is painted blue to indicate that it faces seaward and the outer block is painted white to indicate that this block faces shoreward and is attached to the sand anchor pendant, loaded can weigh nearly a ton. It also is crucial that the cart is loaded in a specific order where the first item loaded is the last item unloaded.²

Strap:

The strap is a rope tied to itself to form a loop and is used to attach the fall's outer block hooks to the hawser by means of a knot named a cat's paw.

Crotch Pole:

² U.S.L.S.S. Living History Association

The crotch pole is used to keep the victims and equipment traveling along the hawser above the crashing surf. It consists of two boards approximately 8 feet long fashioned together similar to a pair of scissors. Once tension is placed on the hawser by means of the surfman pulling on the fall the Keeper will give the command to raise the crotch pole in position. Now the hawser is high above the surf and is ready to transport equipment.

Sand Anchor:

The sand anchor is used to secure the shore-side of the fall to the beach. It consists of two wooden planks connected loosely together with an eye bolt with pendant attached. The pendant is used to attach the fall to the sand anchor. A narrow trench is dug in the fashion of a cross to a depth of approximately 2 1/2 feet. The anchor is placed in it and buried with care given not to cover the pendant.

Pick, Shovel, & Bucket:

The pick and shovel are used to dig the trench to place the sand anchor. The bucket is used to carry water used to wet a section of the shot line and to flood the Lyle gun barrel in the event of a misfire.

Hawser Cutter:

The hawser cutter is used to cut the hawser near the ship after the last victim is rescued. The cutter rides along the hawser and is pulled back and forth by the surfmen pulling on the whip line. The blades are carefully angled so the hawser cutter moves freely along the hawser when being pulled seaward, but, slice the hawser in two when pulled toward the shore.

Beach Cart:



Photo: National Park Service, Cape Hatteras National Seashore

The beach cart is a most essential part of the beach apparatus. Without the cart, it would be impossible for the surfmen to transport the equipment to the site of the wreck. The cart is pulled by two surfmen, pushed by two and steered by two. The beach cart rides on two wheels and is pulled by horses or mules.

Chapter Three:

History of the Pea Island Life-Saving Stations on the Outer Banks



Photo: Pea Island LSS, (1917), Cape Hatteras National Seashore

Location:	On beach, 6-7/8 miles south southeast of Oregon Inlet and 9 miles southeast by south of Bodie Island Light; 35° 43' 15" N x 75° 29' 30" W (circa 1939) , Dare Co. Rodanthe North Carolina,
Date of Conveyance:	18 June 1878
Station Built:	1878 / 1896 / 1931
Fate:	The station was decommissioned in 1947.

Pea Island L.S.S. Keepers



Photo: Pea Island LSS Keeper Etheridge, Cape Hatteras National Seashore

?-1880 George C. Daniels [- May 8, 1880 ?]

“Keeper Daniels of No. 17 was dismissed from the Service in consequence of the...investigation made by Lieut. Shoemaker, under your orders of the loss of the *Henderson* [November 30, 1879]...About the first intimation of any “crookedness” in Daniel’s testimony was through a confidential letter from Superintendent Etheridge.” [Letter latter refers to evidence of perjury on Daniel’s part. Letter from Newcomb to Kimball, May 8, 1880, National Archives, RG 26, #N 77, Vol. 9.]

1880-1899 Richard Etheridge [appointed January 24, 1880, died May 8, 1900, died while in service]. National Archives. Experience: Fisherman and surfman. Born North Carolina. Age 39. Served 3 years in the army, 36th inf't (colored). Appointed January 24, 1880, oath February 2, 1880. Colored surfman from station #16 [Oregon Inlet.]

Richard Etheridge

- Born as a slave
- Taught to read and write by owner
- Knowledgeable about tides, weather, and shore life
- Officer in the Colored Troops of the Union Army
- Leader of the black community
- #6 surfman of Bodie Island station
- Appointed keeper of Pea Island station in 1880

1900 Benjamin Jarvis Bowser [began June 11, 1900, died September 2, 1900, died while in service].

1900-1916 Lewis S. Wescott [began October 4, 1990, retired February 28, 1916]
National Archives. Experience: Surfman at Pea Island, October 18, 1880 to May 1, 1886.
Reenlisted as surfman, December 1, 1892 at Oregon Inlet, Caffeys Inlet and Pea Island.
Promoted to Keeper October 4, 1900, born North Carolina February 28, 1852, appointed
September 27, 1900, oath October 4, 1900. [card, 1913]

1916-1922 William H. Irving (Boatswain) [began August 28, 1916, retired 1922]

1922-1936 George Edward Pruden (Chief Bos'n) [began 1922, departed July 1, 1936]

1936-? Maxie M. Berry, Sr. [began July 1, 1936, departed ?]

?-1947 Herbert Collins, Keepers:

Chief Boatswain's Mate Maxie Berry, Sr., USCG, was the Officer in Charge of the historic Pea Island Station during the World War II years. BMC Berry was one of 22 members of his family that have served their country in the U.S. Life-Saving Service and U.S. Coast Guard. Berry's father, Joseph H. Berry, joined the Life-Saving Service in 1897.

Chief Boatswain's Mate (a) Lonnie C. Gray served as the acting "commanding officer" at least as of 8 December 1943.

Life as a Surfman

- Exposure to disease
- At least one 6-mile beach patrol a day, even in bad conditions
- Daily drills
- Rescues were very dangerous
- No pension
- Live, sleep, eat, and work at the station
- Some stations, like Pea Island were very isolated

History: Pea Island Life Saving Station



Photo: Pea Island LSS (1917), Cape Hatteras National Seashore

The original site of the Pea Island Station was acquired by deed dated 25 July 1878 under provisions of the Act of Congress, approved 3 March 1875 and covered a tract of land containing 3 acres from Jesse Etheridge.³

Captain Richard Etheridge became the first African-American to command a Life-Saving station when the Service appointed him as the keeper of the Pea Island Life-Saving Station in North Carolina on 24, January 1880.

The Revenue Cutter Service officer, who recommended his appointment, First Lieutenant Charles F. Shoemaker, noted that Etheridge was "one of the best surfmen on this part of the coast of North Carolina." Soon after Etheridge's appointment, the station burned down. Determined to execute his duties with expert commitment, Etheridge supervised the construction of a new station on the original site. He also developed rigorous lifesaving drills that enabled his crew to tackle all lifesaving tasks. His station earned the reputation of "one of the tautest on the Carolina Coast," with its keeper well-known as one of the most courageous and ingenious lifesavers in the Service.

On May 29, 1880, a month after the end of the active season, (the crew had left the station April 30), the station was destroyed by a suspected arson fire⁴ The stable and wood pile, located a short distance from the main building, survived the fire, so the stable was converted into temporary quarters for the surfmen at the start of the next active season. The USLSS offered a

³ 20Stat L 163

⁴ USLSS Annual Report, 1880. Page 29.

\$300 reward. The Treasury Department investigator suspected surfmen living on Bodie Island but the case was never prosecuted.⁵

The station was rebuilt in late 1880 “The station at Pea Island, North Carolina (No. 17, Sixth District mentioned in the last (1880) annual report as in process of rebuilding, were completed early last winter (1880), and were occupied during most of the inclement season.”⁶ Pea Island like all the stations, had discipline problems. Although he was not discharged, Superintendent Kimball did reprimand R.F. Toler, Surfman #2. “You returned from the Post Office so crazed with drink that it took three men to hold you and keep you from damaging the furniture and other station property...”⁷ In 1885, J.H. Coster of Baltimore, Maryland, entered into a contract for the repair and improvement of the Nag’s Head, Bodie’s Island, Oregon Ilet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Creed’s Hill and Durant’s Station.⁸.

A great deal has been written about the Pea Island Station being an all African-American station. This did away with the mixed race station (known at the time as “checkerboard” stations) on the Outer Banks. This was an inconvenience to some of the African-American surfmen, such as Wescott and Case was asked to transfer to Pea Island from Caffey’s Inlet in 1880 (Wescott, whose family lived near the Caffey’s Inlet Station, refused to transfer) it was also not solely by design. When a vacancy occurs at the Pea Island Station, the keeper of that station calls for a certification of eligible, (and he is furnished with the names of three eligible standing highest on the register of section 2. From these names he is obliged to make selection, and almost invariably the person selected is a white man, who immediately declines to service where only colored men are employed. In consequence of such declinations, other certification must be made. It is, therefore, suggested that the Secretary of The Treasury request the Civil Service Commission to take the necessary steps toward furnishing this office with a special register of eligible for the Pea Island Station; such eligible to be debarred from certification to other life-saving stations in the 7th District, and vice versa. “The General Superintendent wrote a note from the District Superintendent stating that “... the only colored men on the eligible register for my district [7th], section 2 [Outer Banks] “ were Israel S. Simmons and Thomas H. Mackey”.

In 1885 all the stations were authorized to receive a telephone.⁹

In 1896, by deed of 7 December that year, a new site was acquired and the old site was “abandoned and reverted to the grantors.” A new site was acquired by deed dated December 7, 1896, and the old site was abandoned and reverted to the previous owner.

In 1897, authority was given to obtain materials to construct a boathouse”... to protect the old surfboat at the station.”

In 1898, construction of an iron water cistern was authorized.

⁵ Investigator’s report to Superintendent Kimball, dated September 11, 1990, National Archives Record group 26.

⁶ Annual Report, 1881, page 78.

⁷ National Archives, RG.26, Letter sent, Vol. 19, page 26. Letter dated January 8, 1884.

⁸ National Archives, RG.26, Letter sent, Vol. 27, page 116. Letter to Thomas J. Poyner from S. Kimball, dated August 12, 1885.

⁹ National Archives, RG 26, Letter Sent, Vol. 27. page 358-359: Letter from S. Kimball dated October 6, 1995

General Superintendent Kimball wrote to the Secretary of the Treasury on January 8, 1904 and explained: "Some difficulty has arisen from time to time through the facts the white eligible for section 2 (Outer Banks of the 7th Life-Saving District have been certified to fill vacancies existing at Pea Island Station, whose crew is composed entirely of colored men.

On September 25, 1908, additional land and a right of way adjoining the station property was acquired.

On 25 September 1908, additional land and right of way adjoining the station property was acquired from E. M. Midgett.

In 1909, authority was given for unspecified repairs at the station.

A new (third) ten-acre-site was acquired by deed dated June 11, 1930, from the trustees of the Pea Island Club. The property was a 200-foot wide parcel extending from the ocean to the sound.

"New quarters had been provided in 1931 and the Old Pea Island station, about two miles north, had been abandoned. The new station cost "some \$30,000".

The station was deactivated in 1947 and fully decommissioned in 1949.

After WWII, The U.S. Fish and Wildlife Service took over the station's building as headquarters from the Pea Island National Refuge. In 1966 a new wildlife headquarters were built and the Old Station was sold at auction.

The main station, lookout tower, and a cistern were purchased by Harvey Pettit, for \$1,500, from the person who bought them at auction. Mr. Pettit moved the building to Salvo (sound side) and used the main station for a vacation home.



Pea Island Main House and Tower, Salvo, NC.
2008 Photo: Doug Stover

His grandson, Ronald Pettit, Jr., owned the building and property where he operates Hatteras Water Sports.

The cookhouse was relocated to the north end of Rodanthe near the sound (boarded up and deteriorated till 2006). The owner of the cookhouse wanted the structure removed from his property.

In 2006 East Coast Pathway to Freedom Coalition, a non-profit organization arranged the move of the 1903 Pea Island Cookhouse from Rodanthe, North Carolina to Collins Park, within the Town of Manteo, North Carolina. Today the Pea Island Life Saving Station Cookhouse is managed by the Town Of Manteo as a museum displaying memorabilia, artifacts, relics, and pictures depicting life in the Life Saving Service to these courageous African-American men who triumphed over unbeatable odds.



Pea Island LSS Cookhouse relocated (2006) over the Bonner Bridge, 2006 Photo:Doug Stover



Pea Island Life Saving Cookhouse, (2008), Collins Park, Manteo, N.C. 2008.

Photo: Doug Stover

Chapter Three:

Rescues, Wrecks and Assists of the Pea Island Life-Saving Stations on the Outer Banks



Photo: Cape Hatteras National Seashore (ca. 1890's)

Rescue Activity

A significant wreck occurred in 1879 near the station. “Although the life-saving crew did not participate in a rescue, the wreck had a tremendous effect on the station and the USLSS. A British boat M&E Henderson wrecked on Pea Island near the station. Four crewmen drowned in the surf. Three survivors made their way to the station and found the life-savers asleep. Soon afterward, the entire crew of the station was court martialed and dismissed for negligence in the performance of their duty.” The all-white crew was replaced by an all-black crew with Richard Etheridge as keeper. It was to remain the only all African-American life –saving station in the United States.

On 11 October 1896, Etheridge's rigorous training drills proved to be invaluable. The three-masted schooner, the E.S. Newman, was caught in a terrifying storm. En route from Providence, Rhode Island to Norfolk, Virginia, the vessel was blown 100 miles off course and came ashore on the beach two miles south of the Pea Island station. The storm was so severe that Etheridge had suspended normal beach patrols that day. But the alert eyes of surfman Theodore Meekins saw the first distress flare and he immediately notified Etheridge. Etheridge

gathered his crew and launched the surfboat. Battling the strong tide and sweeping currents, the dedicated lifesavers struggled to make their way to a point opposite the schooner, only to find there was no dry land. The daring, quick-witted Etheridge tied two of his strongest surfmen together and connected them to shore by a long line. They fought their way through the roaring breakers and finally reached the schooner. The seemingly inexhaustible Pea Island crewmembers journeyed through the perilous waters ten times and rescued the entire crew of the *E.S. Newman*. For this rescue the crew, including Etheridge, was awarded the Gold Lifesaving Medal by the Coast Guard.

Life Saving Medals Awarded



In the first 30 years of LSS, 131 medals of honor, 33 on the coast of NC, none to Pea Island. . .

For the rescue of all nine passengers and crew of the *E.S. Newman*, October 11, 1896, the Pea Island Station keeper and surfmen listed below were awarded gold medals posthumously in Washington, D.C., on March 5, 1996:

- Richard Etheridge, Keeper
- Benjamin Bowser, Surfman
- Lewis Wescott, Surfman
- Dorman Pugh, Surfman
- Theodore Meekins, Surfman
- Stanley Wise, Surfman
- William Irving, Surfman

In 1993, CDR Steve Rochon, USCGR, received a call from two graduate students, David Zoby of Virginia Commonwealth University in Richmond, Va. and David Wright of the University of Massachusetts in Boston. They had been working on a research project on Richard Etheridge and the Pea Island Lifesaving Station and asked for Rochon's assistance. After exhaustive research, the two students, one white, the other black, had confirmed that the Pea Island crew did not get recognized for any of their many daring rescues during its years of service (1880-1947). It was at that moment that the three decided to "go for the Gold," with Wright and Zoby doing the research and Rochon preparing the recommendation.

Two years into their laborious efforts, Rochon received a call from the Chief of the Medals and Awards Branch at Headquarters. He was told that 14-year-old Kate Burkart, from Washington, N.C. had written Senator Jesse Helms of North Carolina. In her letter, she asked the Senator to write the Coast Guard to tell them that the Pea Island Lifesavers deserved the Gold Lifesaving

Medal for the E.S. Newman rescue. Burkart, who had become interested in Pea Island as part of a school research project, also wrote a few other members of Congress and the President of the United States. President Clinton also wrote the Commandant, focusing greater attention on the rescue. Rochon, sensing that the timing was right, finalized and forwarded the 69-page recommendation to the Medals and Awards Panel.

The Commandant approved the awarding of the Gold Lifesaving Medal to the Pea Island Station Oct. 31, 1995.

And so the Commandant unveiled the Gold Lifesaving Medal for the Pea Island Lifesaving Station at an impressive ceremony at the Navy Memorial in Washington, D.C. March 5, 1996.¹⁰ The ceremony was attended by many dignitaries, friends and over 30 Pea Island descendants.



Photo: Kohler Shipwreck, Cape Hatteras National Seashore

The following list of shipwrecks of the Pea Island Life Saving Station are from is primarily accounts, testimonials and tables published in the USLSS Annual Reports in it original written format..

¹⁰ USCG Reservists Magazine, Oct 1996

Rescue/Wreck Activity: Pea Island Log

Date: November 30, 1879, Vessel: M&E Henderson,¹¹ Cargo: Phosphate Rock

On the 30th of November, 1879, patrolman Tillett, who had the morning watch on the beat south, returned to the (station) house a few minutes after five o'clock in the morning lit a fire in the stove and called the cook, then went up-stairs, and looking with the marine glass from the south window, perceived, at some distance in the clear moonlight, a man whom he at first thought was a fisherman. Presently noticing that the man was without a hat it at once occurred to him that he might have been washed ashore from a wreck. He immediately aroused the keeper and crew, and started out in advance, soon came up to a haggard and dripping figure, a sailor, tottering along very much exhausted, and only able to articulate, captain drowned-masts gone. Debris from the wreck came ashore just a mile and quarter south of the Station.

Date: March 31, 1881, Vessel: Night signal,¹² Cargo:

At haft past 4 in the morning, the patrolman of Station No. 17 (Pea Island) discovered a schooner almost on the beach. He burned a red Coston signal, on which the vessel stood off shore and escaped standing.

Date: October 5, Vessel: Thomas J. Lancaster,¹³ Cargo: Ice

Pea Island crew assisted the Chicamacomico crew which was first on the scene. Thirteen people on the wreck. More than 28 hours after the vessel grounded, the life-savers brought 6 survivors safely to shore. The Captain three of his younger daughters and three of the crew drowned, Two of the survivors, the Captain's wife and one daughter, had been tied to the rigging to prevent their being washed overboard. They remained in the rigging for twenty-four hours before being rescued.

Date: December 16., 1881, Vessel: Unknown,¹⁴ Cargo:

The patrolman from Station No. 17 at about 8:30 p.m. discovered a steamer standing close on New Inlet Shoals. He burned his red Coston signal, which was answered by a white signal from the steamer, and she stood off-shore.

Date: October 22, 1882, Vessel: Wood,¹⁵ Cargo:

The crew of the Pea Island Station discovered about fifteen hundred feet of birch planks floating in the surf, in the vicinity of the station, which they hauled out on the beach and turned over to the commissioner of wrecks.

Date: February 17, 1883, Vessel: Frank Pigot,¹⁶ Cargo: Wood

¹¹ Annual Report, 1880, pages 19-21. Ship Ashore, pages 91-93. (Note: Keeper Daniels was dismissed as a result of investigation which followed this wreck.)

¹² Annual Report, 1881, pages 172

¹³ Ship Ashore, page 97-98

¹⁴ Annual Report, 1881, page 172

¹⁵ Annual Report, 1882, pages 115

¹⁶ Annual Report, 1883, pages 200

Soon after dark in the evening the master of the small schooner Frank Pigot, of Elizabeth City, North Carolina, arrived at the Pea Island Station and requested the assistance of the life-saving crew in getting his vessel afloat. She was loaded with wood from Powell's Point for Pea Island, and had grounded at 6 o'clock on what is known as New Inlet Shoal, in Pamlico Sound, about three miles southwest of the station, the captain being unacquainted with the channel. The life-saving crew turned out at once to the schooner's relief, and soon succeeded in hauling her off the shoal and anchored her in a safe place for the night. The vessel carried but two men, and they could have done nothing without aid from the station.

Date: November 13, 1883, Vessel: Warning,¹⁷ Cargo:

Shortly after 3 o'clock in the morning, the south patrol from the Pea Island Station discovering a schooner almost in the breakers, burned a Coston light when she at once swung off shore and went clear.

Date: January 4, 1884, Vessel: Mary A. Trainer,¹⁸ Cargo: General

Assisted Oregon Inlet Station Crew

Date: January 9, 1884, Vessel: Excel,¹⁹ Cargo: Mail

The sail-boat Excel, employed in carrying the mail between Manteo and Kinnakeet was caught in Pamlico Sound, on the 5th, by a violent snow storm, and the occupant of the boat compelled to leave his craft about a mile from Pea Island Station and to seek refuge at that station. But for the shelter afforded him he must have perished. The storm continued until the night of the 9th, when the wind changed suddenly to a strong gale from the southwest. The boat being deeply laden sank at midnight, and the contents were washed overboard. The crew of the station reached the boat early on the morning of the 10th and succeeded in raising it and bringing it to the shore. They also recovered about two-thirds of the cargo, and after putting it on board, saw the boat safely to its destination. The man was at the station five days.

Date: November 16, 1884, Vessel: Steamship,²⁰ Cargo:

Just after sunset, during a northwest gale, the patrol of the Pea Island Station discovered a steamship in great danger of standing. He burned a Coston light, when she at once changed her course and stood off shore.

1885- No Activity (In 1885 all the stations were authorized to receive a telephone)

Date: December 6, 1886, Vessel: Lumber,²¹ Cargo:

During the day the crew of the Pea Island Station recovered within the patrol limits, a considerable quantity of yellow pine lumber which had washed upon the beach. The Commissioner of Wrecks was duly notified and subsequently sold what had been saved for the benefit of the State.

Date: May 15, 1887, Body Found,²² Cargo:

¹⁷ Annual Report, 1884, pages 154

¹⁸ Annual Report, 1884, pages 154

¹⁹ Annual Report, 1884, pages 191/296

²⁰ Annual Report, 1885, pages 135

²¹ Annual Report, 1887, pages 194

In the morning the keeper of the Pea Island Station found the body of a drowned man about a mile south of the station. The head and face were badly disfigured, and there were no marks by which the remains could be identified, a leather wallet in one of the trousers pockets contained a small amount of money. With the assistance of the Keeper of the Oregon Inlet Station the body was decently interred.

Date: June 25, 1887, Vessel: Rachel A. Collins,²³ Cargo:

Shortly after sunrise a vessel was discovered about two miles off the Pea Island Station with a signal of distress flying. The station being closed for the summer, the keeper mustered a volunteer crew, launched the surf-boat, and boarded her. She proved to be the schooner Rachel A. Collins, of Frankford Delaware, bound to Hatteras from Philadelphia. Her rudder being disabled, the captain was anxious to procure the assistance of a tug to tow him into port. The keeper accordingly took a message ashore and telephoned it to the Kitty Hawk Signal Office, whence it was transmitted to Norfolk, Virginia. The following morning a tug arrived which remained with the schooner until the damage was repaired. The latter proceeded the next day to her destination.

Date: September 23, 1887, Vessel: Charles,²⁴ Cargo: Fish Oil

Assisted the Oregon Inlet Station crew

Date: January 7, 1888, Vessel: Night Signal²⁵ Cargo:

A schooner closed in and heading for New Inlet Shoals was warned off by a signal from the morning patrol.

Date: December 22-30, 1888, Vessel: Charles C Lister, Jr.,²⁶ Cargo: Lumber

Assisted from the Oregon Inlet Station crew.

Date: January 29, 1889, Vessel: Succor,²⁷ Cargo:

A party of eight men, bound from Hatteras to Roanoke Island, in a small open boat, being wet and cold, exposed to a fresh northwest winds, were afforded shelter for two day at the Pea Island Station.

Date: March 6, 1889, Vessel: Night Signal,²⁸ Cargo:

A schooner running to the beach for safety was warned clear by the midnight patrol.

Date: April 8-9, 1889, Vessel: Alice M. Minott,²⁹ Cargo: Ballast

Early in the morning (8th) during a fresh northerly gale, the lookout of the Pea Island observed a ship running in toward the land just north of the station. Before a heavy sea When but little more

²² Annual Report, 1887, pages 268

²³ Annual Report, 1887, pages 291

²⁴ Annual Report, 1888, pages 108/328

²⁵ Annual Report, 1888, pages 306

²⁶ Annual Report, 1889, pages 180-181/320

²⁷ Annual Report, 1889, pages 196

²⁸ Annual Report, 1889, pages 301

²⁹ Annual Report, 1888, pages 227

than a mile from shore anchors were let go, and as the ship swung around head to the gale and sea, the masts were cut away to save the vessel. From signals displayed it was learned that the craft was the American ship Alice M. Minott, of Bath, Maine. Owing to the high and dangerous surf it was impossible for life-saving men to board the vessel, and the captain was warned not to attempt to land, but to await the arrival of the tug, which was immediately sent for. The latter succeeded in getting to the ship early in the morning of the 10th, and towed her to a place of safety. In the meantime, almost constant communication had been kept up between the ship and the station by means of signals. The Minott was in ballast, and carried a crew of seventeen men.

Date: April 24, 1889 Body Found³⁰

A surfman of the Pea Island Station while patrolling the beach observed a dead body in the surf, which proved to be that of a young colored sailor. It was pulled out on the beach clear of the tide, and the keeper was notified. The clothing was thoroughly searched in the pockets were found several papers and twenty-five dollars in currency. From the papers it was learned that the name of the deceased was Robert Nolan, aged seventeen years and that he had served on the English ship *Canute* and the American ship *David Crocket*. The letters on the cork jacket which he wore were so nearly obliterated that the name of the vessel from which he had been lost could not be ascertained. The money and papers were turned over to the proper authorities and the body was decently buried.

Date: July 9-10, 1889, Vessel: A.J. Marine,³¹ Cargo: Navy Store

Assisted New Inlet Station crew.

Date: October 17, 1889, Vessel: Roseania,³² Cargo: Fish

Assisted Oregon Inlet Station crew.

Date: October 24, 1889, Vessel: Lizzie S. Haynes,³³ Cargo: Lumber

Schooner was a total loss and five lives were lost.

Date: November 6, 1889, Vessel: Steamer,³⁴ Cargo:

On this date, in the morning, the lookout at the Pea Island Station sighted a vessel anchored several miles off shore with a signal of distress flying. She had lost her foremast, boom, and main topmast. As a steamer and two other vessels were seen to heave to and speak her and then proceed, it was evident that she needed a tug; and the surf being too rough after the recent gales to go off to her in the boat the keeper telephoned up the coast to the United States Signal Service Observer at Kitty Hawk, Twenty-odd miles to the northward, requesting that a tug be telegraphed for from Norfolk. The message was promptly forward, and by half-past 6 o'clock in the evening a tug arrived and took the craft in tow for Hampton Roads. This incident is another striking illustration of the value of the telephone system established by the service on that desolate coast.

³⁰ Annual Report, 1889, pages 241

³¹ Annual Report, 1890, pages 73-74/378

³² Annual Report, 1890, pages 179/380

³³ Annual Report, 1890, pages 32-35/380

³⁴ Annual Report, 1890, pages 203

Date: November 18, 1889, Body Found³⁵

The morning patrol from 3 o'clock till sunrise north from the Pea Island Station found the body of an unknown drowned man on the beach. The station crew gave the remains proper burial.

1890- No Activity

Date: February 16, 1891, Vessel: J.W. Gaskill,³⁶ Cargo: Coal

The schooner, J.W. Gaskill, Bridgeton, New Jersey, bound from Philadelphia, Pennsylvania to Savannah, Georgia, with a load of coal valued at \$2,500, wrecked two and one-quarter mile south by east of Pea Island Station. The Oregon Inlet and New Inlet Station assisted with the rescue of the seven crew members. They were sheltered at the station for a total of 222 days. The schooner and cargo were a total loss.

Date: March 1, 1891, Vessel: Night signal,³⁷ Cargo:

The patrolman on duty after sunset saw a steamer dangerously near New Inlet Shoals. He warned her by means of his signal, when she headed off shore in safety.

Date: April 4, 1891, Vessel: Night signal,³⁸ Cargo:

A schooner heading in dangerously near the shore was promptly warned off by the signal of the night patrol.

Date: October 1, 1891, Vessel: Night signal,³⁹ Cargo:

The patrol, south, of the midwatch warned a steamer out of danger by setting off a Coston light.

Date: November 24, 1891, Vessel: Night signal,⁴⁰ Cargo:

A vessel dangerously near New Inlet Shoals was warned off the signal of the early morning watch.

Date: November 19, 1892, Vessel: Irene Thayer,⁴¹ Cargo: Lime

Assisted Oregon Inlet Station Crew

Date: December 2, 1892, Vessel: Night signal,⁴² Cargo:

A vessel that was running dangerously near the beach avoided stranding by heeding the warning signal of the south patrol.

Date: July 29, 1893, Vessel: George C. Wainwright,⁴³ Cargo: Shingles

³⁵ Annual Report, 1890, pages 212

³⁶ Annual Report, 1891, pages 148

³⁷ Annual Report, 1891, pages 97

³⁸ Annual Report, 1891, pages 98

³⁹ Annual Report, 1892, pages 111

⁴⁰ Annual Report, 1892, pages 114

⁴¹ Annual Report, 1893, pages 67, 97,218

⁴² Annual Report, 1893, pages 151

Stranded on reef in Pamlico Sound. Ran anchors with assistance of volunteer crews from New Inlet and Oregon Inlet station, and started to have her off but, when nearly afloat, she suddenly sprung a leak. Making it necessary for master to go to Norfolk for a steam pump. On his return, keeper helped to lighter deck load and to place on board the steam pump, with which she was floated. When the schooner sunk, shortly afterwards, keeper assisted to save her outfit. She was finally raised by wreckers and towed to Elizabeth City for repairs.

Date: October 20, 1893, Vessel: Unknown,⁴⁴ Cargo:

During the night the patrol south from the station flashed his red light to a steamer close to New Inlet Shoals; she profited by the timely warning, and so altered her course as to prevent mishap.

Date: November 20, 1893, Vessel: Rowboat,⁴⁵ Cargo:

Drifted ashore near the station. Hauled her out and held her for owner.

Date: December 26, Vessel: Shelter,⁴⁶ Cargo:

Sheltered a hunting party of ten men who had landed from a yacht early in the day, and were unable to return to her in the evening, on account of a sudden change of the wind to a gale from the northward. Next day boated them off to their vessel.

Date: October 23, 1894, Vessel: Fancy,⁴⁷ Cargo:

Parted her moorings in gale of 9th and was carried out to sea; drifted ashore during night of 22nd. Hauled her up on the beach and secured her for owner.

Date: November 28, 1894, Vessel: Frances Ann,⁴⁸ Cargo: Fish net

Rudder lost; unmanageable; drifted ashore. Ran to the place of stranded, which was nearby (the Oregon Inlet Station), hauled the boat out on the beach, and assisted the boatmen ashore; provided for the at (Oregon Inlet) station. Next day, with the assistance of the crew of Pea Island Station and a team, hauled the craft across the beach and launched her in Pamlico Sound where the three men took charge of her and proceeded.

Date: February 7, 1895, Vessel: Schooner,⁴⁹ Cargo:

Probably on account of the thick weather prevailing throughout the night, which obscured the coast line, a large schooner lost her reckoning and ran dangerously near the beach. Patrolman fired three Coston signals in quick succession before her attention was attracted, but the warning was finally heeded, and she changed her course to seaward.

Date: February 10, 1895, Vessel: Shelter,⁵⁰ Cargo:

⁴³ Annual Report, 1894, pages 82, 258

⁴⁴ Annual Report, 1894, pages 185

⁴⁵ Annual Report, 1894, pages 117

⁴⁶ Annual Report, 1894, pages 170

⁴⁷ Annual Report, 1895, pages 118, 292

⁴⁸ Annual Report, 1895, pages 134, 292

⁴⁹ Annual Report, 1895, pages 221

Two hunters, who were encamped on the beach, 2 1/2 miles from the station, ran out of provisions, firewood and supplies at the station for succor. Care for them forty-eight hours.

Date: March 10,1895, Vessel: Haze,⁵¹ Cargo:

Assisted New Inlet Station

Date: March 12,1895, Vessel: Shelter afforded,⁵² Cargo:

A hunting party of six men whose boat had grounded at low tide, obliging them to leave her, came to the station, where they were sheltered for the night.

Date: July 3,1895, Vessel: Property saved,⁵³ Cargo:

Keeper, assisted by volunteers (inactive season) hauled from surf 5,000 feet of pine lumber and secured it for delivery to proper person.

Date: August 7,1895, Vessel: Rosa B. Cora,⁵⁴ Cargo: Miscellaneous

Assisted Chicamacomico Station.

Date: November 20,1895, Vessel: Rosette,⁵⁵ Cargo: Fish

Assisted Oregon Inlet Station Crew.

Date: December 4,1895, Vessel: Unknown,⁵⁶ Cargo:

The north patrol sighted a schooner dangerously near the beach during the first watch. He warned her with Coston light, and she was headed off shore.

Date: December 25,1895, Vessel: Unknown,⁵⁷ Cargo:

About midnight, patrolman discovered a schooner dangerously near shore. He burned a danger signal at once and she was swung off successfully.

Date: December 27,1895, Vessel: Emma C. Cotton,⁵⁸ Cargo: Coal

Stranded (one and one-quarters miles north of the station) at 2 a.m. during shift of wind, 200 yards from shore. Alarm was given and station crew hastened to wreck with beach apparatus. Prepared to fire shot line on board, but master of schooner hailed keeper and requested that action be deferred until daylight. While waiting, keeper sent for surfboat, and at daybreak an attempt was made to launch it, which was successful, and schooner was boarded took off the crew of seven men with their baggage and landed them without mishap; carried them to station,

⁵⁰ Annual Report, 1895, pages 201

⁵¹ Annual Report, 1895, pages 160, 296

⁵² Annual Report, 1895, pages 204

⁵³ Annual Report, 1896, pages 208

⁵⁴ Annual Report, 1896, pages 70, 316

⁵⁵ Annual Report, 1896, pages 112, 316

⁵⁶ Annual Report, 1896, pages 240

⁵⁷ Annual Report, 1896, pages 241

⁵⁸ Annual Report, 1896, pages 125, 318

where they were succored for three days. On January 2, saved the sails of the schooner, assisted by crew of Oregon Inlet Station. Vessel and cargo of coal were total loss.

Date: January 12, 1896, Vessel: James Woodall,⁵⁹ Cargo: Sugar and Molasses

Assisted New Inlet Station crew.

Date: January 15, 1896, Vessel: Alert,⁶⁰ Cargo:

Rubber unshipped and vessel became unmanageable, anchoring about 5 miles off the station. The life-saving crew having boarded her, the keeper was requested by Lieutenant J.C. Cantwell, R.C.S., assistant inspector life-saving station, who was on board, to return to the station and brings off materials to effect temporary repairs. This work performed, and the sloop proceeds proceeded to Elisabeth City, while Lieutenant Cantwell and Mr. P.H. Morgan, superintendent Sixth Life-Saving District, were landed at New Inlet Station by the life-saving crew to continue their official tour of inspection.

Date: February 10, 1896, Vessel: Maggie J. Lawrence,⁶¹ Cargo: Coal

Stranded during strong northwest winds, at 3:30 am (three-quarter of a mile south of station) Discovered by patrolman and reported at station, and also at Oregon Inlet Station. Keeper and crew hauled beach apparatus and surfboat abreast of vessel and awaited daylight before beginning action, as schooner was gradually working inshore, and in no immediate danger of going to pieces. As it grew light, it was found that surfboat could be used to advantage. This was soon launched, and the wreck reached. Crew of seven and their baggage were taken off and landed without mishap. The Oregon Inlet crew arrived in time to assist in landing and hauling surfboats upon beach. Sheltered crew at station for six days, while engaged in saving stores, rigging, and sails of wrecked vessel. Master was cared for during fifteen days while this work was in progress, and was aided by station crew. Schooner was total loss.

Date: May 3, 1896, Vessel: Maud,⁶² Cargo:

The south Patrolman, while on duty from midnight to 3 a.m. (Sunday), discovered this boat in the edge of the surf. The following day the life-saving crew hauled her well upon the beach above high-water mark, finding the craft considerably damaged. She was turned over to the wreck commissioner, and finally sold by him on May 19.

Date: October 11, 1896, Vessel: E.S. Newman,⁶³ Cargo:

Sails blown away and master obliged to beach her during hurricane 2 miles below station at 7 p.m. Signal of distress was immediately answered by patrolman's Coston light. Keeper and crew quickly started for the wreck with beach apparatus. The sea was sweeping over the beach and threatened to prevent reaching scene of disaster, but they finally gained a point near the wreck. It was found to be impossible to bury the sand anchor (for the breeches buoy), as the tide was rushing over the entire beach, and they decided to tie a large-sized shot line around two surfmen and send them down through the surf as near the vessel as practicable. These men waded in and

⁵⁹ Annual Report, 1896, pages 131, 318

⁶⁰ Annual Report, 1896, pages 133

⁶¹ Annual Report, 1896, pages 146, 318

⁶² Annual Report, 1896, pages 180

⁶³ Annual Report, 1897, pages 115, 318

succeeded in throwing a line on board with the heaving stick. It was made fast to the master's three-year old child, who was then hauled off by the surfmen and carried ashore. In like manner his wife and the seven men composing the crew were rescued under great difficulties and with imminent peril to the life-savers. They were all taken to station and furnished with food and clothing, and during next three days the surfmen aided in saving baggage and stores from wreck. On the 14th three of the crew left for Norfolk and on the 21st the remainder departed for their homes, the vessel having proved a total loss.

Date: November 20,1896, Vessel: Dory,⁶⁴ Cargo:

A 17-foot dory, which came ashore near the station, was picked up by the life-savers and later turned over to the commissioner of wrecks.

Date: December 30,1896, Vessel: Warned by night signal,⁶⁵ Cargo:

A steamship was discovered by the south patrol, during the watch from 9 p.m. to midnight, dangerously near the shoals, he burned a Coston light and her course was changed, taking her clear.

Date: September 30,1897, Vessel: Salvage of fish oil,⁶⁶ Cargo:

Patrol found a large hogshead of fish oil on the beach, which was handed over to the commissioner of wreck, by whom it was sold on Oct. 23.

Date: March 12,1898, Vessel: Shelter,⁶⁷ Cargo:

Two men traveling along the seashore were sheltered at the station over night.

Date: June 11,1898, Vessel: Body Found,⁶⁸ Cargo:

Assisted New Inlet Station crew.

Date: June 12,1898, Vessel: Lily Gay,⁶⁹ Cargo:

Sprung a leak and sank in 3 feet of water in Pamlico Sound, 2 miles from the station. Crew went out in supply boat and landed the baggage and stores, and at low water helped stop the leak and put the boat in trim. Sheltered the two men over night, and next morning put them and their efforts on board the sloop.

Date: March 10,1899, Vessel: warned by night signal,⁷⁰ Cargo:

Sunrise patrol made out a schooner heading for the breakers. He displayed a warning light, and the vessel kept out and passed clear.

Date: August 28,1899, Vessel: Lumber,⁷¹ Cargo:

⁶⁴ Annual Report, 1897, pages 136

⁶⁵ Annual Report, 1897, pages 252

⁶⁶ Annual Report, 1897, pages 183

⁶⁷ Annual Report, 1898, pages 189

⁶⁸ Annual Report, 1898, pages 194

⁶⁹ Annual Report, 1898, pages 166, 278

⁷⁰ Annual Report, 1899, pages 238

⁷¹ Annual Report, 1900, pages 173

Surfmen saved a quantity of lumber and railroad ties which had washed ashore within the patrol limits of station and turned them over to the commissioner of wrecks.

Date: January 28, 1900, Vessel: Marstonmoor,⁷² Cargo:

Assisted New Inlet Station crew.

Date: February 12, 1900, Vessel: Night signal,⁷³ Cargo:

During the morning watch the station patrol flashed a danger signal to warn a vessel that was much too near the beach. She heeded the warning.

Date: February 18, 1900, Vessel: Night signal,⁷⁴ Cargo:

A steamer dangerously near the beach hauled offshore upon seeing the warning signal of the patrolman.

Date: February 25, 1900, Vessel: Jane C. Harris,⁷⁵ Cargo:

Assisted Oregon Inlet Station crew.

1901- No Activity

Date: January 28, 1902, Vessel: Night signal⁷⁶ Cargo:

A steamer standing too close to the beach was warned by a danger signal and she hauled offshore.

Date: February 22, 1902, Vessel: Night signal,⁷⁷ Cargo:

At 10 p.m. a schooner close to the outer bar was made aware of her dangerous position by the flash of the surfman's signal, and at once hauled out into deep water.

Date: August 31, 1902, Vessel: Night signal,⁷⁸ Cargo:

A first night patrol warned a steamer off the bar by a Coston signal.

Date: September 10, 1902, Vessel: Night signal,⁷⁹ Cargo:

A steamer in jeopardy near the bar changed her course and passed clear upon seeing the signal which the north patrol displayed in warning at 10:40 p.m.

Date: March 28, 1903, Vessel: Night signal,⁸⁰ Cargo:

At 4:30 a.m. a steamer heading for the bar hauled offshore upon being warned by a patrolman, who burned a Coston signal.

⁷² Annual Report, 1900, pages 58, 129-130, 266

⁷³ Annual Report, 1900, pages 195

⁷⁴ Annual Report, 1900, pages 195

⁷⁵ Annual Report, 1900, pages 136, 210, 266

⁷⁶ Annual Report, 1902, pages 215

⁷⁷ Annual Report, 1902, pages 216

⁷⁸ Annual Report, 1903, pages 206

⁷⁹ Annual Report, 1903, pages 206

⁸⁰ Annual Report, 1903, pages 211

Date: April 14, 1903, Vessel: Topaz,⁸¹ Cargo: Eggs and Barrels

Capsized in a squall off Rollinson's Reef. 5 miles WNW of station (in Pamlico Sound) at 4 p.m. The life-saving crew pulled to the vessel, but finding no one on board, returned to station. The next morning, accompanied by the surfmen from New Inlet station, they assisted in righting, bailing out, and temporarily repairing the capsized craft.

Date: November 13, 1903, Vessel: Warned by Night signal,⁸² Cargo:

The patrol from midnight to 3 a.m. burned a red light to a schooner standing near to the bar, and she immediately changed her course to seaward.

Date: May 4, 1904, Vessel: Succor,⁸³ Cargo:

A man who sought shelter was succored for the night at the station.

Date: July 31, 1904, Vessel: Succor,⁸⁴ Cargo:

A belated traveler was succored at the station overnight.

Date: December 4, 1904, Vessel: Warned by night signal,⁸⁵ Cargo:

The sunset patrol upon seeing a schooner heading for the beach flashed a night signal, and the vessel immediately hauled offshore.

Date: December 11, 1904, Vessel: Montana,⁸⁶ Cargo: Salt

Shortly before midnight, during a heavy NNW gale with thick snowstorm and rough sea, the Montana, a three mastered schooner laden with salt and carrying a crew of seven, all told, struck the beach $\frac{1}{4}$ mile N of station and 300 yard from shore. Heavy seas swept over her, and the crew, after burning a torch for help, took refuge in the forerigging the N patrol promptly reported the disaster, and keeper and crew, provided with beach apparatus, reached the shore abreast of the wreck at 12:10 a.m., the keeper having telephoned for assistance to Oregon Inlet and New Inlet stations, the former crew arriving at 1 a.m. and the latter some time later. It was impossible to launch a boat through the heavy surf, and after lighting a bonfire the life-savers placed the wreck gun and fired several lines, some of them going adrift and some to the wreck, but none in such position that the shipwrecked crew could reach it. At daylight the surfmen laid a line over the spring stay, which the crew succeeded in reaching, and after several hours of difficult work six men were landed. The seventh man, the ship's cook, being of advanced year, was washed overboard during the night and lost. Four of the rescued men were sheltered at the station for eleven days, and two for sixteen days. The Montana became a total wreck, and was sold by the master for a small sum.

Date: May 6, 1905, Vessel: Succor,⁸⁷ Cargo:

⁸¹ Annual Report, 1903, pages 149, 288

⁸² Annual Report, 1904, pages 205

⁸³ Annual Report, 1904, pages 195

⁸⁴ Annual Report, 1905, pages 177

⁸⁵ Annual Report, 1905, pages 203

⁸⁶ Annual Report, 1905, pages 119, 286

⁸⁷ Annual Report, 1905, pages 191

Two men, weather-bound, were given succor and lodging for four days, they having no other shelter.

Date: August 10, 1905, Vessel: Succor,⁸⁸ Cargo:

Three men, belated by a storm, came to the station for shelter, and the keeper took them in and made them comfortable until the gale abated.

Date: August 24, 1905, Vessel: Succor,⁸⁹ Cargo:

Two men were afforded shelter at the station, they having no other place to go for the night.

Date: September 5, 1905, Vessel: Succor,⁹⁰ Cargo:

A man lost on the beach came to the station in quest of shelter, and the keeper made him comfortable until he was able to depart.

Date: September 26, 1905, Vessel: Recovery of property,⁹¹ Cargo:

The beach patrol found 1,000 feet of pine lumber which, being gathered up by the surfmen, was delivered to the Commissioner of Wrecks.

Date: November 6, 1905, Vessel: Warned by night signal,⁹² Cargo:

A schooner approaching too near the bar for safety was appraised of the danger by a Coston signal and she immediately hauled offshore.

Date: December 8, 1905, Vessel: Succor,⁹³ Cargo:

A party of 4 persons, storm bound, came to the station in quest of shelter from the storm, and the keeper made them comfortable until it subsided.

Date: December 14, 1905, Vessel: Succor,⁹⁴ Cargo:

A man who had become storm-bound came to the station for shelter. The keeper took him in and gave him succor until the storm showed signs of abating.

Date: February 13, 1906, Vessel: Jennie Lockwood,⁹⁵ Cargo:

During a severe northerly gale, thick weather, and high seas this vessel stranded at 5 a.m. 200 yards E of the station. The patrol discovered her and reported her to the keeper, who telephoned to the Oregon Inlet station to come down and lend a hand at the wreck. At 10 a.m. the Pea Island crew arrived abreast of the stranded craft with their beach apparatus and fired a shot from the Lyle gun, the line falling over the fore rigging. The crew from Oregon Inlet now arrived, and by means of the breeches buoy all hands – there were 7 in all – were safely landed and taken to the Pea Island station and succored for six days. The schooner was lost.

⁸⁸ Annual Report, 1906, pages 169

⁸⁹ Annual Report, 1906, pages 170

⁹⁰ Annual Report, 1906, pages 171

⁹¹ Annual Report, 1906, pages 173

⁹² Annual Report, 1906, pages 193

⁹³ Annual Report, 1906, pages 179

⁹⁴ Annual Report, 1906, pages 125,226

⁹⁵ Annual Report, 1908, pages 91

Date: October 17, 1907, Vessel: Yawl,⁹⁶ Cargo:

Found by the patrol, it was hauled up on the beach to await claimant.

Date: January 11, 1908 Vessel: Boat,⁹⁷ Cargo:

Crew assisted to launch a boat at Oregon Inlet.

Date: January 18, 1908 Vessel: Succor,⁹⁸ Cargo:

A man and woman. Sheltered for the night.

Date: May 18, 1908 Vessel: Succor,⁹⁹ Cargo:

A wayfarer. Cared for overnight.

Date: May 28, 1908 Vessel: Succor,¹⁰⁰ Cargo:

A wayfarer. Given shelter for the night.

Date: September 22, 1908, Vessel: Succor,¹⁰¹ Cargo:

Sheltered a man overnight.

Date: May 16, 1909, Vessel: Succor,¹⁰² Cargo:

Two men overtaken by bad weather: sheltered overnight.

Date: June 4, 1909, Vessel: Succor,¹⁰³ Cargo:

Four men overtaken by fresh breeze, which prevented them from returning to their homes; succored for the night.

Date: June 12, 1909, Vessel: Succor,¹⁰⁴ Cargo:

Four men fed and sheltered overnight.

Date: August 24, 1910, Vessel: Launch,¹⁰⁵ Cargo:

No entry.

⁹⁶ Annual Report, 1908, pages 179

⁹⁷ Annual Report, 1908, pages 117

⁹⁸ Annual Report, 1908, pages 172

⁹⁹ Annual Report, 1908, pages 173

¹⁰⁰ Annual Report, 1908, pages 173

¹⁰¹ Annual Report, 1909, pages 188

¹⁰² Annual Report, 1909, pages 189

¹⁰³ Annual Report, 1909, pages 189

¹⁰⁴ Annual Report, 1909, pages 189

¹⁰⁵ Annual Report, 1911, pages 144

Date: April 20, 1911 Vessel: Two Sisters,¹⁰⁶ Cargo:

3 miles WNW

Date: May 18, 1911 Vessel: Charles J. Dumas,¹⁰⁷ Cargo: Iron Pipe

[Schooner, traveling from Philadelphia to Bolivar, Texas, with a load of iron pipe valued at \$26,000, wrecked 1 mile SE of Pea Island Station. The vessel and cargo were a total loss but all 7 on board were saved. Pea Island crew assisted by New Inlet and Oregon Inlet stations. The 7 survivors were succored at Pea Island for a total of 35 days.]

Date: 1912-1913

No Activity

Date: April 28, 1914 Vessel: Erroll,¹⁰⁸ Cargo:

2 miles NW of Pea Island Station (in Pamlico Sound)

Date: January 20, 1915, Vessel: George W. (N?) Reed,¹⁰⁹ Cargo: Cement

Schooner wrecked by standing. Crew of 17 men taken ashore in surfboat. (Assisted Oregon Inlet Station crew.

Date: December 13, 1915, Vessel: Steamer,¹¹⁰ Cargo:

Warned away from beach by Coston signals.

Date: May 9, 1916, Vessel: Motor Boat,¹¹¹ Cargo:

Engine disabled in Roanoke Sound. Towed to harbor.

Date: May 27, 1916, Vessel: Louise,¹¹² Cargo:

Lost bearings and ran ashore in Pamlico Sound, floated.

Date: July 8, 1917, Vessel: Terry,¹¹³ Cargo:

Stranded 2 miles SW of station. Floated and taken to safe mooring.

Date: July 27, 1917 Vessel: Terry,¹¹⁴ Cargo:

¹⁰⁶ Annual Report, 1911, pages 126

¹⁰⁷ Annual Report, 1912, pages 98,136

¹⁰⁸ Annual Report, 1914, pages 170

¹⁰⁹ Annual Report, 1915, pages 196

¹¹⁰ Annual Report, 1916, pages 221

¹¹¹ Annual Report, 1916, pages 171

¹¹² Annual Report, 1916, pages 175

¹¹³ Annual Report, 1920, pages 229

¹¹⁴ Annual Report, 1920, pages 235

Lost bearings and stranded 3 miles WSW of station [in Pamlico Sound.] Floated and towed to save anchorage.

Date: October 20, 1908 Vessel: Tom Willis,¹¹⁵ Cargo:

[Assisted Oregon Inlet Station crew.]

Date: August 25, 1918 Vessel: Streamer,¹¹⁶ Cargo:

Warned away from shore 2 miles NNE of station by Coston signal.

Date: August 25, 1918, Vessel: Succor,¹¹⁷ Cargo:

Carried to station and succored 8 inmates of buildings at Pen [sic] Island Gun Club that had been washed away in storm.

Date: October 1, 1918, Vessel: Succor,¹¹⁸ Cargo:

Warned away from shore 2 miles NNW of station [in Pamlico Sound] by Coston signal.

Date: March 6, 1919, Vessel: Elizabeth,¹¹⁹ Cargo:

[Assisted Chicamacomico Station crew.]

Date: November 3, 1919, Vessel: Black Hawk,¹²⁰ Cargo:

[Assisted Chicamacomico Station crew.]

Date: 1920-1923

No Activity

Date: March 11, 1924, Vessel: Succor,¹²¹ Cargo:

Two men in motor boat who were overtaken by storm.

Date: July 23, 1928, Vessel: Succor,¹²² Cargo:

Blue Anchor Society supplies provided to 2 members of crew of Oregon Inlet ferryboat, which was caught in sever storm.

Date: November 19, 1929, Vessel: Succor,¹²³ Cargo:

Blue Anchor Society supplies provided to 2 fishermen whose dory capsized.

¹¹⁵ Annual Report, 1920, pages 259

¹¹⁶ Annual Report, 1920, pages 400

¹¹⁷ Annual Report, 1920, pages 400

¹¹⁸ Annual Report, 1920, pages 404

¹¹⁹ Annual Report, 1920, pages 415

¹²⁰ Annual Report, 1920, pages 115

¹²¹ Annual Report, 1929, pages 45

¹²² Annual Report, 1920, pages 51

¹²³ Annual Report, 1930, pages 60

Date: April 7, 1930 Vessel: Succor,¹²⁴ Cargo:

Blue Anchor Society supplies provided to 2 automobilists whose car became stalled in surf.

Date: 1931.

No Activity

¹²⁴ Annual Report, 1930, pages 60

Chapter Four:

Architectural History of the Pea Island Life-Saving Stations

Original station was one of twenty-six 1876-Type designed in 1875 and mostly built in 1878-79 along the Atlantic coast. Of those twenty-six, eleven were built on the Outer Banks of North Carolina during that period of expansion of the USLSS. The style was similar to the 1874 and 1875-type stations in detail and layout. Shingles replaced vertical boarding on the first floor. The roof deck was redesigned and moved from the center of the building to the front. Two dormers were then added on each side of the roof in the middle of the station. A variation of this style station was designed for the Centennial Exposition of 1876 in Philadelphia.

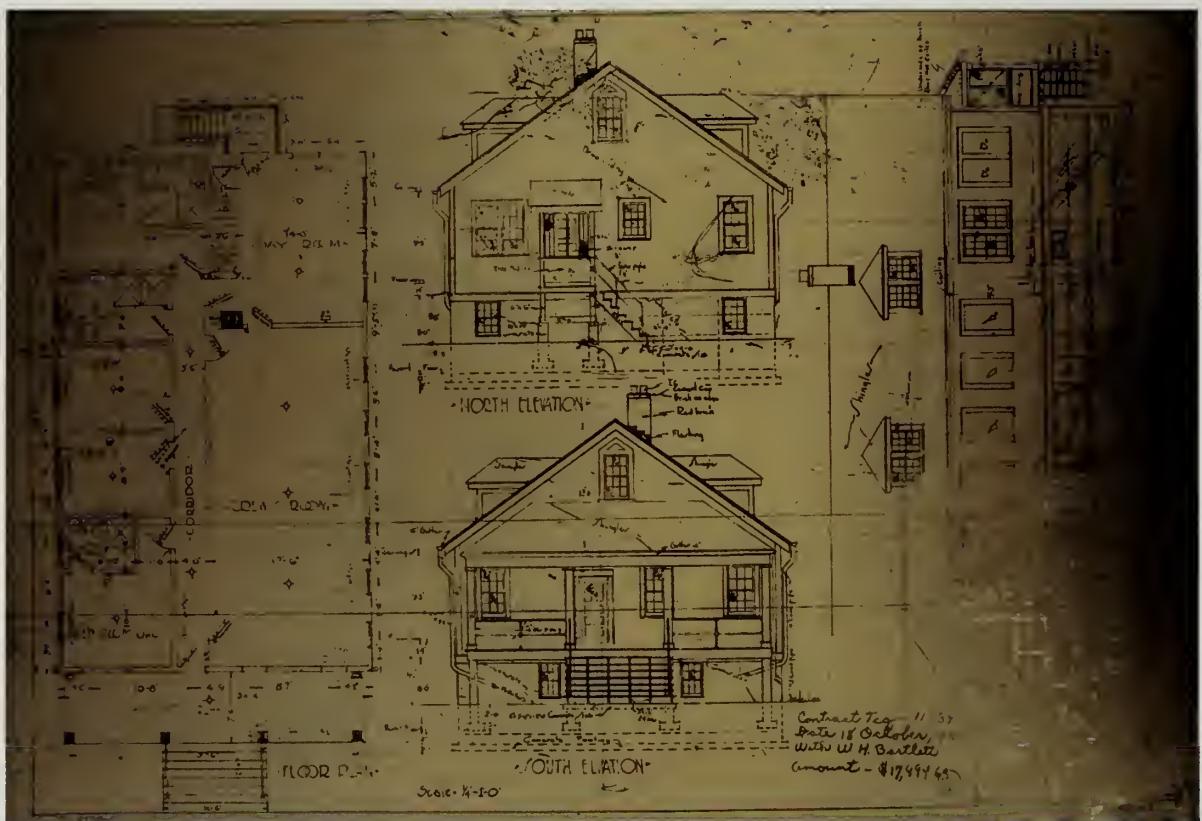


Photo: Pea Island LSS, Cape Hatteras National Seashore

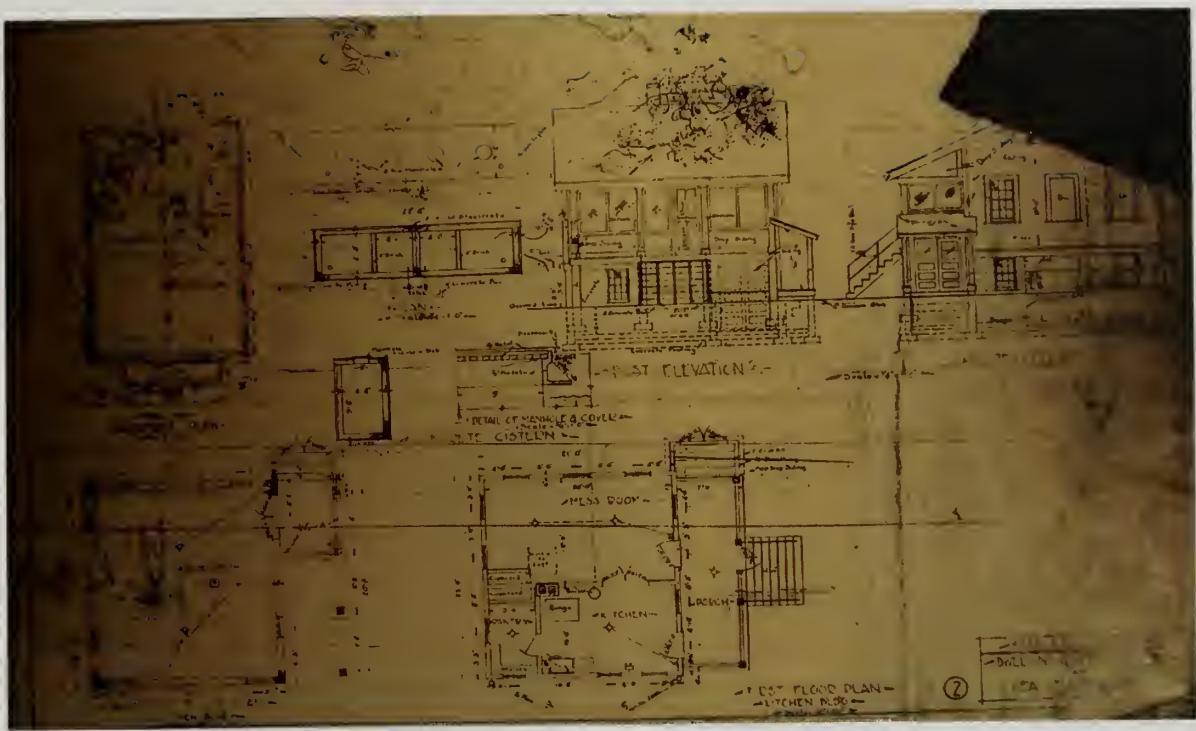


Photo: Pea Island LSS, Cook House, Cape Hatteras National Seashore

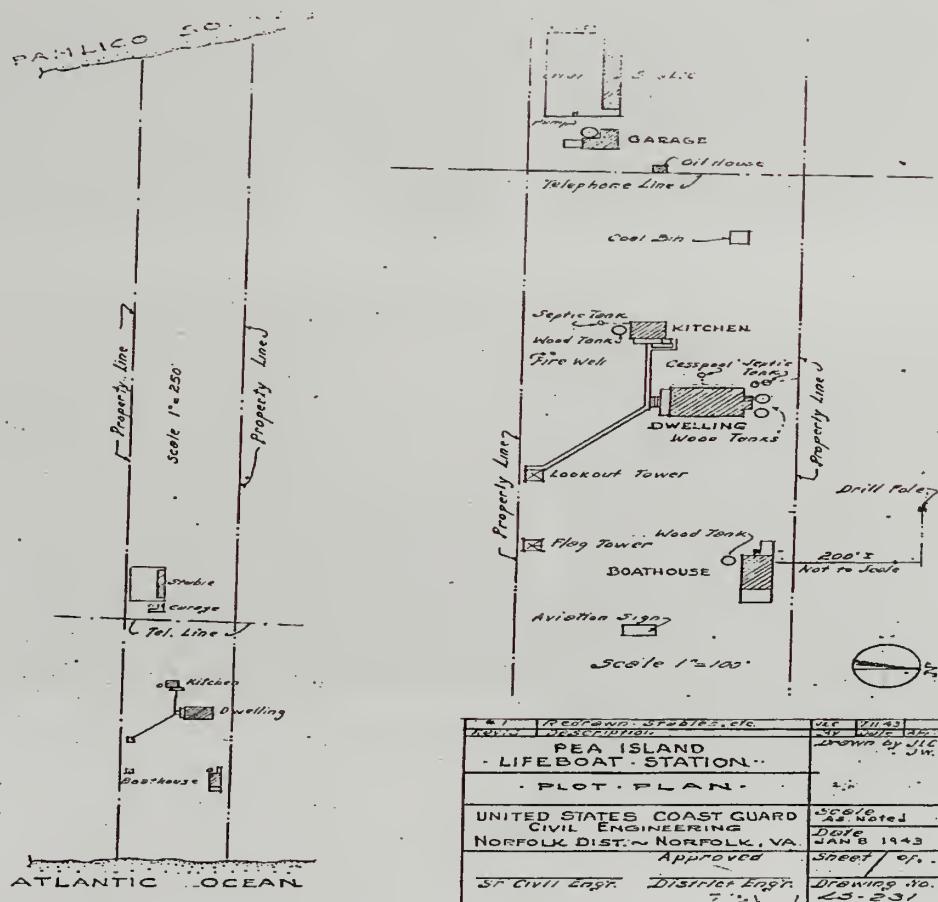




Photo: Pea Island LSS, (1935), Cape Hatteras National Seashore



Photo: Pea Island LSS. (1962), Cape Hatteras National Seashore



Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS Cookhouse, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS Shed (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS Shed, (1960), Cape Hatteras National Seashore



Photo: Pea Island LSS, (1960), Cape Hatteras National Seashore

Appendix:

Collection of Letter of Pea Island Life-Saving Station (1880-1911)

The National Park Service, Outer Banks Group is the keeper's of some 249 archival collections of original letters of the Pea Island Life Saving Station from 1880-1911 including photographs of the Station. The follow pages contain a sample of the letters for you to read.



No. 19. TREASURY DEPARTMENT

Capt. Etheridge.

Herfor, one who should always accompany surfmen applications. I enclose one, which you will fill in and return at once.

I notice the applicant states he has been in the U.S. service a temporary informant. You should qualify this, in your voucher as question no. 9, and state the fact; he has been only a temporary,²⁰ far as I know.

P. H. Knibb
Capt.

May 27, 79.

Copy

November 29, 0

J. W. Etheridge Superintendent
Sixth Life-Saving District,
Wants, North Carolina!

Sir

Your letter of the 20th instant, stating that David O'Neal, surfman at Life-Saving Station No. 20, reported that on the night of October 2^d last, he met David T. Greg, surfman of Station No. 19, on the patrol, whom in fact he did not meet him, is received. You will direct the keeper of Station No. 20, to forthwith dismiss Surman O'Neal from the service and forbid his future employment in any of the stations in your district.

You will cause this letter or a true

OFFICE OF
Superintendent of Life-Saving Stations,

SIXTH DISTRICT.
Manteo, N.C. November 29, 1880.

Richard Etheridge Esq.
Keeper S. S. Station No. 17
Sir

Enclosed find copy of a letter from the General Superintendent, discharging Surman Wiley O'Neal from the service, and instructing you in your action in similar cases, also requiring you to read said letter to your crew, and to copy the letter on your journal, and make record that it was read to your crew, in your journal and weekly transcript.

Very Respectfully
J. W. Etheridge
Superintendent

Copy of it, to be read by the keeper of each station to his crew, and enter a copy thereof, and the foot of its reading, upon his journal; and each keeper is hereby directed, upon satisfactory and sufficient evidence, to immediately discharge from the service any surfman of his crew, who fails to completely perform his patrol duty, without a good and sufficient reason, and to forward a statement of the facts at once to this office.

Each keeper is also directed to take the same action in the case of any surfman, making a false report in reference to the discharge of his duty.

Very Respectfully
S. J. Knibb
General Superintendent

Superintendent of Life-Saving Stations.

SIXTH DISTRICT
Manteo, N.C.
February 11, 1881

Richard Etheridge Esq.
Keeper L.S. Station No. 17,
Sir

By instructions received from the
Genl. Sup't, under date of January 28, 1881
you are directed, whenever a telegraph
pole belonging to your patrol dis-
trict is found down to prop it up
so that the line will be free from
the ground, and report the fact
to the nearest telegraph station
either through patrol or by other
means at the earliest opportunity

Very Respectfully

J. M. Etheridge, Capt.

December 7, 1881

Richard Etheridge,
Keeper Life Saving Station No. 17, District No. 6,
Manteo, N.C.
.C.

Sir:

You will furnish this office with the names
of the persons who now compose your crew, and
upon the circular recently sent you by the
Superintendent, marked Form No. 111, report
all changes, since the commencement of the
present winter season.

Very respectfully
J. M. Etheridge
General Superintendent.

OFFICE OF
Superintendent of Life-Saving Stations.

SIXTH DISTRICT.

Manteo, N.C., December 23, 1881

Richard Etheridge Esq.
Keeper L.S. Station No. 17,
Pine Island No. 6.

Sir

You are instructed to keep a horse at
your station for the use of the Government
on all occasions where it may be ad-
vantageous, from the 1st day of December
1881 to the 1st day of April 1882, at a
compensation of five (\$5.00) dollars
per month.

Very respectfully

J. M. Etheridge
Superintendent

Treasury Department.

Office of General Superint.

Washington, D.C.

1881

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C., Decr. 30, 1883

10th of Dec. 1883.
Keeper of Saving Station
Pine Island N. C.

Sir:
I am about to leave port
in about an hour and will be
out of the vicinity of your station
about ten or twelve hours. I will be
able to call upon you during the
interval as well as during the
time away.

J. W. Etheridge
Supt.

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C., Decr. 30, 1883

Richard Etheridge Esq.
Keeper Pine Island Station
Sir:

I send you two sets of marine
signals, for the purpose of instruc-
ting your crew in the ma-
rine code of signals.
You will enter them upon your
minutes of public property.

Very respectfully
J. W. Etheridge
Supt.

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C., Jan'y 18, 1884

Richard Etheridge Esq
Keeper Pine Island Sta
Sir:

You will please in-
form this office if the
surface comprising your
station - rather be paid in
May for the quarter ending
March 31, and for the
month of April - or be paid
in April for the quarter
ending March 31.

and wait for their pay for
April until July when
the regular visit is
made -

Very Respectfully
J. W. Etheridge
Supt
for Capt.

LETTER TRANSMITTING SMITHSONIAN AND FISH COMMISSION REPORTS
TO LIFE-SAVING STATIONS.

Treasury Department,
OFFICE OF GENERAL SUPERINTENDENT U.S. LIFE-SAVING SERVICE.
Washington, D.C., March 21, 1884.

Mr. R. Etheridge
Keeper, Bear Island Life-Saving Station,
6th District,
Manteo, N.C.

Sir:

There have been mailed you this day 13 copies of the Report of the Smithsonian Institution and 1 copy of the Report of the Commissioner of Fish and Fisheries, which have been kindly furnished this Office for distribution to life-saving stations by Professor Spencer F. Baird, Secretary of the Smithsonian Institution, and Commissioner of Fish and Fisheries.

You will acknowledge the receipt of the books, enter them upon the inventory of your station, and care for them as public property.

Very respectfully,

A. D. Knobell
General Superintendent.

LETTER TRANSMITTING SMITHSONIAN AND FISH COMMISSION REPORTS
TO LIFE-SAVING STATIONS.

Treasury Department,
OFFICE OF GENERAL SUPERINTENDENT U.S. LIFE-SAVING SERVICE.
Washington, D.C., May 1, 1884.

Mr. Etheridge
Keeper, Bear Island Life-Saving Station,
6th District,
Manteo, N.C.

Sir:

There have been mailed you this day 13 copies of the Report of the Smithsonian Institution and 1 copy of the Report of the Commissioner of Fish and Fisheries, which have been kindly furnished this Office for distribution to life-saving stations by Professor Spencer F. Baird, Secretary of the Smithsonian Institution, and Commissioner of Fish and Fisheries.

You will acknowledge the receipt of the books, enter them upon the inventory of your station, and care for them as public property.

Very respectfully,

A. D. Knobell
General Superintendent.

U. S. Life-Saving Service,
Capt. J. C. Pennington, 1884
St. Keeper of Bear Island
Life-Saving Station.
Sir:
On receipt of Patented
Set of Books, or Receipt
for same by Mail, inc.
at Oliphant, City, N.C.
Respectfully,
(Signed) E. C. Colby
Capt. J. C. Pennington
Res. Keeper, N.C.

U. S. Life-Saving Service
Manteo N.C. June 7th ✓
Captain Richard Etheridge
Keeper Bear Island, L.S.S.
Sir:
On the receipt of library
intended for your station, you
will place the book, on the inventory
as the property of the Station.
You will take special care of their
preservation, not allowing them to
be taken from the station under
any circumstances.

Very respectfully
E. C. Colby
Lieut. W. H. Reed
Respectfully.

Martin's Day, 1854
July 2d, 1854

Lient Chatlton Esq.

2d. Inspector of the Life-Saving Service Sir as I was talking with you about your back in the life-saving service did I tell him of you Will see Capt Richard Etheridge and it was for me to get back with him or a man, a fellow that Mr. Will be a weakness in his station and he told me when I left him if the Appomattox treatment would not be fair but that he would agree me my place back in a Monitor but if you would run him up but it was just now that I left him to me but more better than I can tell ya do Please do all you can for me if no off if you Will talk with him you can get him to do it.

As Mather wrote
yours & Humble servant
R. F. Tales

and if you can't make a
chance for me this is my What
else you can't do with me
at Martin's and is Will have at
the call let at his What it may
is don't make him Do look after him
With me he is all the same crew
that Waring care for & he has a good
of him

2d. Please do all for me you
can & I will bring my self
but as you know what shape
this can't be from Henry Calard
man that care of a thin eye doing
more in the rewards of the reward
then he can & that is Will in there
you

Richard Biggs
Duxbury
Richard Richard
Calder - Keyes
The Island & Co.
D. Chatlton
said nothing
and signed.

U. S. Life-Saving Service,
Elizabeth City, N.C.
July 2d, 1854

Richard Chatlton Esq.
Lester of Peckstar Dr. Liss,
Faulkner, Dare County, N.C.
Sir:

When you employ the crew for the
coming a day occasion, the 1st & 2d
surf boatmen by me who are capable
of taking charge of the boat
in going down from the beach
should be required to do
during your absence from the
Station and that all of the crew
of men who are familiar with
them. It will be required by you
to commit to memory the fol-
lowing dangerous signals and their

meaning so that any time the
within mentioned signals
should be displayed by a passing
vessel they soon be understood
without referring to the delineation
of signal book.

H-P-H-P-H-T-H-T-H-P-H
H-L-H-D-H-G-A-H-H-P-H
H-P-H-D-H-S-H-T-H-V-P-H

Very respectfully
D. C. Chatlton
Capt. U.S.P.M.
Acting Lieut.

August 21 4

Richard Etheridge Esq
keeper New-Orleans L.S. Station
New Orleans La.

Sir

You are instructed to provide your station with one survivor by the first day of September next, and one additional man from and after Decr. 1st in accordance with the Revised Regulations for the Government of the U.S. Service 1882.

You will select competent men for these positions, permitting no considerations, whatever other than personal worth and professional capacity to influence you in their

selection or retention.
Not more than one from the same family is to be employed at a station except when adherence to this rule would be detrimental to the interest of the government, and this provision will be understood as a solicitude to the family of the keeper. See paragraph 87 Rev. Regulations 1884.

In view of the experience and skill already gained by the members of the present crews they will in every case with the foregoing exceptions be encouraged so far as they are willing to serve unless the keeper can give substantial reasons for their non-employment in which case the reason must be fully stated and forwarded to this office (See paragraph 80 and 81 Rev. Regulations 1884).

The crews will be employed in accordance with form No 1803, and will remain at the stations from the dates above

5

named to April 30 1885, inclusive, at a compensation of Fifty Dollars U.S. &c. per month during that period, and when attending wrecks that may occur subsequent to the last mentioned date, for the purpose of rescuing life or property, each survivor will be paid the sum of Three Dollars & 50c.

The "articles of engagement" will be signed in duplicate, and you will forward them to this office as soon as they are executed. Occasions is likely to call your attention particularly to the importance of the service to be rendered, and to impress upon you the necessity for the greatest vigilance and activity in carrying out the provisions of the Regulations for preserving life and property from wreaked vessels, especially those relating to the patrolling of the beach. (See Paragraphs 108 to 110, including Rev. Regulations 1884, 1st Circulars No. 47 Dec. 21, 1882 - and No. 3 - March 28, 1881)

6

Every person connected with the service will be held to a strict accountability for the faithful performance of his duties. Very Respectfully - M. C. Thompson Superintendent

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C., August 21, 1884

Richard Etheridge Esq.
Keeper Pea Island L. S.
Sir

You will cause all surfmen you engage, whether now in the service or not to furnish a certificate of physical qualification before signing the articles of engagement forms 1800, inclosed.

Very Respectfully
D. W. McHenry
Capt.

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.
Manteo, N. C., March 26th, 1885.

Capt Richard Etheridge,
Keeper Pea Island L. S.
Sir:

Capt Midgett of New Inlet Station will instruct you, how to use the paint No. 3d. for inside work and paint upon Station according to his instructions. When the paint that was sent to your station this season, ~~was~~ becomes

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C., December 22, 1884

Richard Etheridge Esq.
Keeper Pea Island L. S.
Sir

I am directed to make a monthly report to the General Sup't of the amount of Kerosene Oil used in your station during the coming calendar year. Your report must show the aggregate number of hours each lamp & lantern consumed during the month, the size of each used in each & the total amount of oil consumed during that period in all the lamps & lanterns contained.

By the use of the figures given completely furnished the station, you can arrive at a very close approximation of the amount of oil consumed.

Very Respectfully
D. W. McHenry Capt.

Containing Oil, am empty,
send them to me at Elizabeth
City - NC. any time after
the 1st of May next.

Very respectfully
Your Obedt Servt
E. C. Grayson
Lieut. USAR
Post Inspector

Asst Dir [REDACTED] of Life-Saving Stations

Stag's Head, IN THE DESERT. August 20th '6-

Mr. Richard Etheridge
Superintendent, L.S.S.

Sir

Enclosed herewith a draft No. 254570
drawn on the Ass't Treasurer at New York
for 175 dollars, payment of your
salary for the quarter ending July 30, 1853.
Please acknowledge the receipt of the draft.

Very respectfully
E. C. Lehman
Lieut. U. S. R. M.
Asst Insp'r
and acting Sup't.

Acting OFFICE OF
Superintendent of Life-Saving Stations.

Sixth District.
Stage Head, N. C., August 22nd, 1855

To the Keeper P. O. Island, L. S. S.

三

C. During the active season you will make a lot of the rockery
house foliage and any other articles used by the crew of your station;
and shortly before the end of the active season you will receive a lot
of property all because it will be your duty to find out
what number of your crew destroyed or lost any of the rockery house
foliage &c. and then compensate to replace them or because some
of them are ruined by the weather yourself. Don't forget that
the cost would be the proper amount to look after the rockery as;
it is to be cleaned constantly under his observation and then
furnished you with the name of parties.

Very respectfully
O. C. Charlton
Asst. U. S. Dist.
Attending Inspector

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.
to bear Branch *Alameda, N. C.* *March 23d, 1885.*

1. in Techay & Ethridge
Lipwood, S. S.

1

7 - Feb'y, 1st the 1st day of the year of our Lord one thousand eight hundred and sixty three, and in the month of September in the year of our Lord one thousand eight hundred and fifty six April 5, 1876 and thereafter for one year or additional time from December 1, 1875 to April 5, 1876 inclusive; the same to be used in accordance with the article defining the proportion of
funds up to 7,80,81,82 - 1876 to be used
in payment of the Tax Liens in 1876, and
therein compensation at the rate of \$950,- per month
each day during that period, and whenever attending on such
taxes may occur during the active season for the
purpose of recovering by or property, each sum from
will paid thereon off \$950,- The article of

engagement, from 1853, should be in a
properly written, under the check name with
no prefix, etc., etc., etc., or, however, the name
for remittance to the Post Office.

Court a copy will be required for enforcement
of the Superior Courts, having that he
will be informed of the effect of the
Health Department, or other such officer
and be allowed at unreasonable expense
for filing, copies, etc, for those for whose
benefit it is intended, and will not be
allowed to charge more than the
actual cost of the service of process or
other expenses, also no court fee or per diem
will be required for the Court of Superior
Court.

You are to see Mr. Laddell at his office for a few
minutes each day at 10 A.M. on May 9, 1885. He will
be temporarily absent in the City of St. Louis, and will
increase his regular hours a period of one hour on May
9th, in which time he will pay attention to particular

by the importance of the service to be rendered, and to
recommend the necessity for the greatest vigilance
and despatch in carrying out the provisions of the
statute for protecting life & property from un-
foreseen dangers, especially those relating to the safety of
life. It is believed to deserve attention to
the faults - or, if you prefer, not a life
lost in this district, and you are directed
to let nothing be neglected that can possibly be
done. And, as an acknowledgment of the services
and skill of our stations, accountability for the
faithful performance of his duty.

Very respectfully

T. F. Payson
Superintendent.

OFFICE OF

Superintendent of Life-Saving Stations,

SIXTH DISTRICT.

Poole Branch, N. C., Aug. 26, 1885-

Capt. Richard Etheridge,
Superintendent of Pea Island L.S.S.
you will inform me at once
the distance between the practice
pole and sand anchor at the
drill grounds of Pea Island
L.S.S. very respectfully

T. F. Payson
Superintendent L.S.S.
6-District

OFFICE OF

Superintendent of Life-Saving Stations.

SIXTH DISTRICT

Replies Branch, W. Va., Aug. 26, 1885.
Capt. Richard Etheridge
Superintendent of Pea Island L.S.S. My G.W.
Master of Baltimore H. H. having
entered into contract with the
Government for the repairs and
improvements of Pea Island L.S.S.,
you will render him every facility
for the performance of the work, not
incompatible with the efficiency of
the station or the interest of the
Government.

Very Respectfully,
T. F. Payson
Superintendent L.S.S. 6th District

LETTER TRANSMITTING SMITHSONIAN AND FISH COMMISSION REPORTS
TO LIFE-SAVING STATIONS.

Treasury Department,

OFFICE OF GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE.

Washington, D. C., September 7, 1855.

Mr. Richard Etheridge,
Keeper,
Bar Island Life-Saving Station,

Sixth District,
Manteo, Dare County, North Carolina.

Sir:

There has been mailed you this day a copy of the Report of the Smithsonian Institution and ~~copy~~ of the Report of the Commissioner of Fish and Fisheries, which has been kindly furnished this Office for distribution to life-saving stations by Professor Spencer F. Baird, Secretary of the Smithsonian Institution, and Commissioner of Fish and Fisheries.

You will acknowledge the receipt of the book, enter it upon the inventory of your station, and care for it as public property.

Very respectfully,

A. D. Kirchhoff
General Superintendent.

U. S. Life-Saving Service.

Norfolk 6^o

Dec 10th

1855

To keeper of the Island of Bar
Life-Saving Station

Sir:

This will be forwarded to you in a few days by Schooner, material to build a Stable, upon arrival of the Schooner, opposite your station you will take your crew and go on board the vessel and raft ashore the lumber &c, and to not keep the lumber in the water any longer than is absolutely necessary, you will call upon the keeper of Oregon to assist you in contracting to stable with his crew, you will construct the stable in accordance with the enclosed plan, and place the stable as near the station as possible, guarding against the sanding up of the banks. Should a wreck occur

yours or the adjoining stations, all work on the stable must stop and go at once to render assistance, the regular patrolling of the beach must not be neglected.

Give the Capt of the Schooner a receipt for the lumber &c, and see that the amount received corresponds with the receipt, as the vessel will be in Norfolk on the 20th of this month, it is expected that the stable will be ready at that time, you will therefore use your best endeavors to have this order carried out in every particular.

Show this letter to the keeper of Oregon for your authority for calling on him for assistance in constructing the stable, I will instruct the Capt of the Schooner to display at the vessels foremast head a flag, you will instruct your crew to be constantly on the lookout for such signal, after the re

ceipt, and dont delay the vessel.

You will be under all aid in your power that may be required by the Capt of the Schooner, so as not to delay in the forwarding of the supplies, Mr. Trinkwater has contracted to haul the logs from the banks to your station.

Very Respectfully
C. H. Bagley
Lieut U. S. N. M.
Life-Saving Inspector.

Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Ripley Branch, Dec. 16th 1858.

Richard Schenck
Keeper Pea Island L. S. S.
Sir:

Please report to me, faithfully, distance of each patrol boat, distance North and distance South, and the course of each beat. Also state the time that each patrol leaves the station and time of return to station. Also condition of W. beach patrolled by your men, whether it can be patrolled in all kinds of weather, and if not, state the reason why.

Respectfully
T. G. Payne

Sept. 6th L. S. S.

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.
Ripley Branch, Manteo, N. C., Feb. 11, 1856.

Keeper Pea Island L. S. S.

Sir:-

Received a letter from the General Superintendent, directing me to inform you that the monthly report of the amount of revenue used must be discontinued,

Very Respectfully,

T. G. Payne.
Superintendent of U. S. L. S. District.

U. S. Life-Saving Service,

E. Elizabeth City, N.C.

Feby 17th, 1856.

To keeper of Pea Island L. S. S.

Sir

On and after receipt of his letter you will keep a good lookout for a steamer displaying at her fore mast truck a banner which has on board cargo for your Station. You will render the Master of the steamer all aid in your power to land the freight, swing it in right safely, by giving a receipt for the freight &c. to the Master showing condition when received.

Yours Respect

T. G. Payne

Capt. U. S. Life-Saving Stations

OFFICE OF
Superintendent of Life-Saving Stations,
SIXTH DISTRICT.

Manteo, N. C., 1856.

1
2
3
4

U.S. Rev. Sloop "Alert"
March 4th 1886.

Mr. Richard E. Thorneidge
Keeper Pea Island L. S. S.

Sir: Please follow out instruction
contained in within receipt, and send
same to me at Elizabeth City, N.C.

Very respectfully
C. C. Paynter
Ass't U. S. M.
Adm'r

Please return above receipt
and date when rec'd from
Capt. Daniels, and sign same
to me at Elizabeth City, N.C.
Very respectfully
C. C. Paynter
Adm'r

Superintendent, of Sixth U. S. Life Saving District,
Date 1st March 4 1886

Keeper Pea Island L. S. S.
Sir:

On reference to letter from the General
Capt. U. S. Life Saving Service dated Feb. 27, 1886
of you or any of your crew desire to apply
for the benefits provided by sec. 8 of the
act of May 4th 1882, we request
regulations, page 25 sec. 7 Life Saving
Service 1884. It will be necessary for
you to provide the affidavits of two or
three witnesses who were personally
engaged in the particular facts with the
loss where and the circumstances
under which the injury or death of one
contracted, also a certificate from the
regular physician the whole time of your

absence from the station, the name
therefore and other information you
may have relating thereto.

The affidavits should be accompanied
by a certificate from a marine hospital
surgeon, if not accessible, if not from
a practicing physician of good reputation
otherwise, certifying before said crew
will much for stating the nature of your
duty, and the probability of its
having been caused as claimed. Witness
may apply will be required to forward
to you all papers for your official.

See, especially with letter enclosed --
you will find blank.

Very Respectfully,
T. P. Paynter
Superintendent 6th U. S. L. S. District.

U. S. Life-Saving Service.
Elizabeth City N.C.
Aug. 1866.

To Keeper of Pea Island L. S.

Sir

Immediately upon the receipt of material you will construct a screen door for each of the doors belonging to the station, and also a screen for each of the windows.

You will construct the screens both for the doors and windows in a substantial manner, securing them well at the ends, should you not have ^{sufficient} wire at the station as none is furnished for this purpose to make the frames. Call upon the blacksmiths of any of the adjoining stations, after attaching the wire cloth to the frames you will place over the tack heads, a bottom to keep the tacks from drawing out, and

secure this bottom with the 3/4 inch screws furnished, you for that purpose,

Care must be taken that the frames will fit nicely in the space of the doors and windows, and are to be kept constantly closed except when passing to and fro, and then not to be opened any longer than is necessary for you to pass in and out.

The bay racks will be placed in position as soon as ready, there being a right and left handed rack sent you, care must be taken in cutting the wire cloth that you do not get it too ^{up} or in sufficient size as we send you to make the screens.

Consider the amount of lumber sent you sufficient to make the frames for doors and windows, and give you

enough for the strips for bottoms, the back screens to be hung on hinges which is furnished, and the window screens to be fastened with wooden buttons on the cut side.

You will send me a receipt for the material furnished, also inform ^{me} at what time you completed the screens.

Very Respectfully
E. C. Thaw,
Lieut U.S.R.M.
Asst Inspector

Please attach it to my return of the
receipts.

LETTER TRANSMITTING SMITHSONIAN AND FISH COMMISSION REPORTS
TO LIFE-SAVING STATIONS

Treasury Department,

OFFICE OF GENERAL SUPERINTENDENT U.S. LIFE-SAVING SERVICE.

Washington, D. C., May 29, 1866.

Keeper, Pea Island

Lifesaving Station,

6th District,

Manteo, N.C.

Sir:

There have been mailed you this day a copy of the Report of the Smithsonian Institution ~~and~~ which has been kindly furnished this Office for distribution to life-saving stations by Professor Spencer F. Baird, Secretary of the Smithsonian Institution, and Commissioner of Fish and Fisheries.

You will acknowledge the receipt of the book, enter *it* upon the inventory of your station, and care for *it* as public property.

Very respectfully,

A. D. Kimball
General Superintendent.

U. S. Life-Saving Service,
Elizabeth City, N.C.
July 10th 1886

Mr. Richard Etheridge
Superintendent L.S.S. Station
Sir:

As to the quantity of food you will give to the horses during their inaction around, must be governed by your own compassions and judgment, giving them just enough to keep them in good order. You will exercise the horses by either driving or riding them at least 7 miles a day, and with the arms on your dog.

Very respectfully
D. C. Paymer
Sept 7 1886
Asst. Super.

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Papier Branch, N.C. October 29 1886

Henry Daniel superan
Rea Island Life Saving Station-
Sir

you are hereby granted leave for
visiting court in Dare County on business
from November 1st to 6th 1886

Very respectfully
T. J. Paymer
Asst. Super.
Sept 6th 1886

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Papier Branch, N.C. Oct 1st 1886

Richard Etheridge Super
Rea Island Life Saving Station
Sir

Send on 3 o'clock P.M. the
old horse he said and let the
Patient wait until I get him at
our o'clock

Very respectfully
T. J. Paymer
Asst. Super.

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Papier Branch, N.C. November 3rd 1886

Richard Etheridge
Super Rea Island L.S.S.
Sir

Tours of the 20th
instant received. In reply will say that the
check of C.R. Mudgett is all right, sent to
the Bank on which it is drawn and he
will receive his money for it, the deposit
made with the Norfolk National Bank was
not sufficient for the expenses of the quartz.
There has been another deposit made with the
Norfolk National Bank of Norfolk Virginia
all parties holding check signed by me will
receive their money on presenting their check now
any time.

Respectfully
T. J. Paymer
Asst. Super.
Sept 6th L.S.S. Dist

Supper

Jan 22nd

7

Mr Richard Etheridge
Keeper Pea Island L. W.

Sir

Having received information from the General Light & Life Saving Service that an extra set of boat apparatus had been sent to each station where the buoys are used, you are therefore instructed to see that the extra rope is broken out from the coils the have taken out and the whole put in readiness for instant use the same as the old gear. you will report to me what articles of any kind as whip-ropes etc, are needed by you to complete the second or spare set, you will please furnish the required information as early as possible

Very Respectfully
J. P. Murray
Light & Life Saving

Ass't
Elizabeth City — M.C. March 22d. 1887

Mr Richard Etheridge
Keeper Pea Island L. W.

Sir:

In accordance with telegraphic instructions received from Head Light & Life Saving Service you will take a no. 7 shot & no. 9 shot line to all wrecks where fishing is to be done, & use for hauling up the tail block on board a no. 9 shot line.

If no. 7 line fails to reach the vessel with 6oz powder, use no. 4 line with 5oz powder, if that does not reach, use no. 4 line again with no. 6 quick 6oz powder. After getting either the no. 7 or no. 4 line to the vessel, haul on to it the no. 9 line, & hoist the no. 9 hauled off to vessel, with shot line and tail block attached.

This order must be carried out in every particular.

Very Respectfully
E. C. Cheyett
Lieut U.S.R.M.
act. Capt

Bureau of Navigation
Office of General Superintendent
U. S. Life-Saving Service,
Washington, D.C., February 26, 1887.

Keeper Pea Island Life-Saving Station,
Marion, N.C.

Sir: This office has been informed by the Secretary of the New York Auxiliary, National Relief Association, that a package containing 3 leaden packets, and 3 caps, for the use of shipwrecked persons at your station, has been mailed to your address. Upon receipt of the package, you will enter the article upon the inventory of the station, and see that they are properly stored for immediate use only for the object specified above.

You will notify this office of the receipt of the package, stating whether all the articles are received in good condition. Should any of the supplies above mentioned be used by, or furnished to shipwrecked persons, you will inform this office by letter of the fact, and forward a list of the articles used and expended.

Respectfully yours,
G. D. Kimball
General Superintendent.

Received of
Richard Etheridge
Keeper

Pea Island L. S.
for services rendered to
the schooner Rachel A. Gallin
Fe. 25 1887
J. P. Etheridge

65

OFFICE OF
Superintendent of Life-Saving Stations,

SEVENTH DISTRICT.

Montgomery, N. C., August 21st, 1888;

Superior Bay Island Life Saving Station
Sir:

On per instructions from the Secretary of the Treasury you are hereby instructed to see that your Station is provided with a copy of the Life-Saving Schedule of the District Office, inclusive of the year to be engaged in accordance with Article 14 of the instructions contained in the provisions of Paragraph 10, Sec. 3745 and in the Circular No. 96 of the Coast Guard Bureau, 1886, and to receive confirmation at the rate of \$50. per month each during that period, and other attending works that may occur during the inactive season and Supervisor will keep the sum of \$25.00.

The article of engagement Forms 227 should be signed in duplicate and forwarded to me at once. The article to be signed with same writer as the last Supervisor.

will be examined before embarkment by sending you with a certificate showing that he physically demand from a medical officer of the marine hospital service or where such officer cannot be reached without unreasonable expense from a physician are required to make him fit for service. Standard ages are 30, 35 and 40. The examination must not begin earlier than ten days prior to embarkment. The period must begin on September 1st at 12 o'clock A.M.

Very Respectfully

T. J. Kelly, D.C.

Superior Bay Life Saving St.

C. F. COOPER,
Ass't Superintendent of Supt. U. S. Life-Saving Service
Montgomery, N. C., Aug. 21, 1888.

Superior Bay Island, L. S.

Sir:

Upon the receipt of lumber and material you will construct a sit house 16x12-16 feet under eaves in sides, 6 Boards, 1x2-18 feet long. Height 16 " " 1x12-16 " " " 10 " " 1x12-16 " " " +22 Pcs. 1/2x3-16 " " " 7 " " 1x2 " " 2 settle, 6x6-12 " " " 2 " " 6x6-10 " " " -6 shelves, 2x8-12 " " " +8 Posts 4x4-14 " " Run of fig. +9 " " 2x4-4 " " " " " " " +6 Pcs. 2x4-10 " " " " " " " 2 " " "

2 " " The last of gal. for Run of fig.
10 rail posts bridle " " "
6 " " Roof batt. " " "
1 " " Gable end p. " " "
10 " " steel hingle " " "
10 " " Hask stables " " "
Pall foot " " "
250 8 ft. Galvanized plates. " " "
10 20 " " " " "
10 18 " " " " "
10 16 " " " " "

Very Respectfully

C. F. COOPER,
Montgomery,
Ass't Superint.
Coast Life Saving Service.

Yours will embark the article in good condition and ready for use.

OFFICE OF

Superintendent of Sixth U. S. Life-Saving District,

Navy Department, N. C. September 20, 1858.

Sixth Sea Island,
Life-Saving Station
Sir:

By reference to our letter of instructions you will see that surfmen are required to sign their names in full. It is also provided at the head of the space where surfmen are to sign, "Signature in full," you will cause the corrections to be made and in future see that it is done. Return comd. Novm 1858, at once.

Respectfully yours

Superintendent 6th Dist.

OFFICE OF

Superintendents of Construction & U. S. Life-Saving Stations,

No. 24 STATE STREET, NEW YORK

January 20, 1859.

Under the seal of the life,
Sea Island life-saving station,
Charleston,
S. C.

Sir:

Referring to notice of receipt of your
letter with return of the certificate, you
are informed that the names are incorrect
and in station, Charleston, and not
for all the stations, in the notice over
which station they were intended by
mistake. You will therefore retain
the same, return. Respectfully yours,
John H. Devitt.

Captain, U. S. M.,
Station. } Inspector.

13. Bid.

OFFICE OF

Superintendents of Construction & U. S. Life-Saving Stations.

No. 24 STATE STREET, NEW YORK

January 28th, 1859.

Mr. Richard G. Steenage,
Master of Pea Island Life-Saving Station,
Marten,

Sir:

I will enclose to day, shipped to you
at Roanoke Island, via Old Dominion
Line, etc., charges free paid, a package
containing \$3 or four packages of
sal-ammoniac and 3 quins, for
use of telephones, and you are re-
quested to forward by postal, one
1-lb package of sal-ammoniac to
each station from Kill Devil Hills
to Durants, both inclusive (13 stations)
and the 8 quins to Pea Island station.

With the accompanying notices of
shipment and forms of receipt.

Respectfully yours,

Captain U. S. R. W.
Inspector

Uniforming and Contract Department.

Wanamaker & Brown,
Oak Hall,
Philadelphia.

December 25th, 1889.

Phila Pa
Jan 11. 89

bapt

I wrote Mr Dinkwater requesting him to send you
a zinc for your battery
by Patrol. I will make
requisition to the General
Superintendent for some
supplies and when send
you salt and zinc.

Yours very truly
William Bullard
Telephone Expert
Life Saving Service

Mr. Richard Ethridge, Keeper,
Pea Island, U.S.S.
Manteo, N.C.

Dear Sir:

We have shipped the uniforms for your
Station but it will be necessary for us to send
without the knitted Guernseys as they have not
yet come to hand. We will not send the invoices
and receipts for the clothing until the Guernseys
are shipped.

You can keep a record of what you receive and
we will check up on the orders the goods that
are sent, so that when the Guernseys arrive you
can sign the necessary receipts for all the cloth
ing.

Yours respectfully,

Wanamaker & Brown.

O. E. CORY MANAGER,
UNIFORMING DEPT.

OFFICE OF
Assistant Inspector of Sixth U. S. Life Saving District,
Elizabeth City, N.C., February 4, 1890.

Keeper of Pea Island
Life Saving station.

Sir:

You will see that the following instructions
relative to the care of the telephone are complied
with in every particular:-

1. There must be at all times some one on
hand to answer calls.
2. Unless in cases of urgent necessity the hand
telephone will not be kept off the hook for more
than ten minutes at any one time.
3. The plug of cut-out will be kept in the centre
hole except when it is necessary to "ground"
while using the telephone or to cut out
during storms.
4. The line will be tested each morning

*Recd. Pea Island Feb 4, 1890
Steantoo, N.C.*

The following is a copy of a circular issued by the Gen-
eral Superintendent of the Life Saving stations in several
of the official telegrams forwarded for your guidance:
"It is therefore agreed between the two
parties that if the telephone is used for any purpose other than
the service, unless the employer of the telephone, or company, or
such payment refuse to receive the messages for transmission, or
to deliver them at destination. In such event payment should be
made and the fact of such refusal referred to this office in every
instance."

The words "Official business" should be deleted from over
telegrams, and an exact copy of each message, with such ad-
dress, is addressed to officers in Washington, D. C., and is retained and
forwarded to this office."

*H. J. Ethridge
Manager*

Received of Captain
Richard Estenridge
One Hundred & Eighteen $\frac{66}{100}$
being the amount Due me
by the Government as Salary
it is April the 24th 1890
J.C. Daniel
Mch

Elizabeth City N.C.
or to the keeper of Pea Island
L.S. Station Dan V. N.C.
yours very respectfully
H. H. Pring
Surfman one
Richard Estenridge
keeper
Pea Island
L.S. Station

or to the keeper of
Pea Island L.S.S.
Manteo Dan V. N.C.
yours very respectfully
H. H. Pring
Surfman one
Richard Estenridge
keeper
Pea Island
L.S. Station

Pea Island L. S. Sept 28th 1890
 Messrs. Tannenaker & Brown
 50 Cornhill Philadelphia.
 Please send one the following
 Articles of uniform Goods Estimt
 Will be paid for out of my stock
 for the quarters ending Jan. 1st 1891
 1 Jersey pants of Meerschaum to cost \$2.50
 43, 32, 34, 40, 28, 20, 21,
 1 Guernsey Stock, with Red letters
 on the breast Pea Island, L. S. Cost \$1.00
 1 uniform Cap. 7⁸, from \$2.50
 1 Knitted Norwegian Cap. from \$1.00
 1 storm hat Southwester 50c
 height 5 foot 10 inches
 height 180 pounds
 to be shipped to Lieut. -
 Lt. A. Failing ass't
 Inspector Elizabeth City N.C.

OFFICE OF
 Superintendent of Sixth U. S. Life-Saving District,

New Bern, N. C., December 15th, 1890.

Keeper Pea Island
 Life-Saving Station.

SIR:

The Signals, approved by the International Maritime Conference convened in Washington, in October 1889, and adopted by the Life-Saving Service, are described as follows:—

"Upon the discovery of a wreck by night the life-saving force will burn a red pyrotechnic light or a red rocket to signify—You are seen; assistance will be given as soon as possible."

"A red flag waved on shore by day, or a red light, red rocket, or red Roman candle displayed by night, will signify—Haul away."

"A white flag waved on shore by day, or a white light steadily swung back and forth, or a white rocket, or white Roman candle fired by night will signify—Stock away!"

"Two flags, a white and a red, waved at the same time on shore by day, or two lights, a white and a red, steadily swinging at the same time, or a blue pyrotechnic light burned by night, will signify—Do not attempt to land in your own boats. It is impossible."

"A man on shore beckoning by day, or ten torches burning near together by night, will signify—This is the best place to land."

"Any of these signals may be answered from the vessel as follows: In the day time—by waving a flag, a handkerchief, a hat, or even the hand; at night—by firing a rocket, a blue light or a gun, or by showing a light over the ship's gunsail for a short time and then concealing it."

You will observe that the use of the red and white lights are necessary to make some of the signals at night. Hence, a supply of lantern globes, either white or red (red) are required at your station. You will therefore immediately report by letter to this office, the number of each kind of lantern globes (white or red) you have on hand; also the exact size of each kind of globe, to fit the lanterns in use. The flags, red and white, will be forwarded from the department, and upon reaching the station, you will mount them upon suitable staffs, ready for use.

Two torches will be sent to each station by the Inspector.

You will in future promptly notify this office, when any of the articles described above, are needed to replace those expended. Two copies of this letter are sent you, that one may be posted in some convenient place in the station, that surfmen may often refer to the signals, herein described, and familiarize themselves with the same.

Respectfully Yours,

J. W. Etheridge,

Superintendent.

Sixth U. S. Life-Saving District,
 Pea Island Station,
 March 9th 1891.

Lieut. H. A. Failing
 Ass't Inspector L. S. 6 Dist. Elizabeth City N.C.
 Sir
 Enclosed you will please find the
 List of Supplies Received at this Station &
 the Receipt for the same. I sent you
 the (2) barrels of oil for this & Oregon Ends, etc.
 yours very truly
 Richard Etheridge
 Capt.

Telephone keeper Payne to forward me
 a receipt for the number of gallons
 of oil that his barrel contains and
 you do the same. M. A. Failing
 Ass't Inspector

OFFICE OF
 Superintendent of Sixth U. S. Life-Saving District,
 Beaufort, N. C., May 20, 1891.

Keeper Pea Island,
 Life-Saving Station.
 Sir—

Upon transcript of journal for
 the week ending April 25th & May 2nd
 have not been received at this office.
 Was your manuscript for the week
 ending May 9th—has been received.
 the one for April 25th & May 2nd, must
 have been lost in the mail.
 or the party whom you sent it to
 the office by failed to mail him.
 The Department are complaining
 about the delay in transcripts being
 forwarded—
 Please kindly
 forward duplicate— J. W. Etheridge
 Superint.

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Beaufort, May 30 1891

Keeper Pea Island
Life-Saving Station
Sir.

I have this day forwarded you by mail
One (1) red & white flag
You will enter them upon the Inventory
of Public Property at your station & properly
care for them but under no circumstances
will you display them, until instructions
have been given you by the Department

Respectfully Yours
J. M. Thordige
Sept

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Beaufort, August 3 1891

Keeper Pea Island
Life-Saving Station
Sir.

You will engage six (6) men for duty
at your station (Pea Island) from September
1, 1891 to April 30, 1892, inclusive, & an addi-
tional surfman from December 1, 1891 to
April 30, 1892, inclusive -

The men will be engaged in accordance
with, and under the restrictions contained
in the provisions of Paragraphs 7, 80, 81, 82,
87, 145 & 147, of the Revised Regulation
1891, and to receive compensation at
the rate of Fifty (\$50⁰⁰) dollars per
month each, during that period, over

and when attending weeks
that may occur during the
"inactive season," for the purpose of resu-
ming life or property, each surfman will
be paid the sum of thirty (\$30⁰⁰) dollars.
The Articles of engagement, form 1803
should be signed in duplicate & forwarded
with the other papers to this office as early
as possible;

On one copy of the Articles, under the
head of "Remarks," you will enter the
age of each man you engage.
Each surfman will before enlistment
furnish you with a certificate, showing
that he is physically sound, from a
Medical Officer of the Marine
Hospital Service -

You will not allow your men for
engagement to be examined before the

22nd day of August, instant
To keep you out of trouble, I especially
call your attention to paragraphs 7, 80 &
87. All violations of the said Paragraphs
will be reported to the General Super-
intendent.

Respectfully Yours
J. M. Thordige
Sept,

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Beaufort, N.C., October 17, 1891

Keeper Pea Island
Life-Saving Station
Sir.

Letter from Surgeon B. J. Bonner
and approved by you recdng this day;
If it is absolutely necessary Mr. Bonner
will furnish a surgeon in his place,
fully acceptable to you, and you being
responsible for the qualifications of
the said substitute, in all respects,
for the discharge of duty &c. You
can give Surgeon Bonner the
5 days leave, noting freely the
circumstances &c. in your
handscrip.

J. H. Etheridge, Capt.

Washington D.C. Feb. 25/93
Mr. Richard Etheridge
Keeper, Pea Island L.S.S.
Sir.

The pay rolls for greater ending
Dec 31/92 for the crew at your station not
having been received by Capt. Etheridge,
his widow requests that you will please
forward them at once to the address below.

This request is made at the suggestion
of the General Superintendent and if for
any reason they are delayed, please
inform me of the same.

For Mrs Etheridge

Very respectfully re.

Jno. T. Eason
2018 S. St. NW.

Washington D.C.

OFFICE OF
Superintendent of Sixth U. S. Life-Saving District,
Beaufort, N.C., Decr 7, 1891

Keeper Pea Island
L.S.S. Station
Sir.

The 2 Sheets of zinc, you
recdpted for White's Dock, or for
New Inlet Station, you will please
forward it to the Keeper L.B. Midgett
so the 5 lbs of zinc you delvd
you, is for Paul Gamble's Hill,
So please send it up to Captain Payne
& request him to send it over to
Capt. Jesse Etheridge, with instructions
to forward it to Keeper of Austin
by Patrol. Please put a tag on
the zinc, directed to Keeper Austin,
Yours truly G. Thistlethwaite,

G. Thistlethwaite

U. S. Department of Agriculture,

Weather Bureau,

Richard Eason, Sept.
1892. Washington, D. C., August 1, 1892.

Richard Eason,

1250, 9.c.

It is desired to make a new collection of the Weather
Proverbs of the United States, and to make it as complete as
possible. For this purpose your co-operation is requested.
Should you have the kindness to send me a list of such proverbs,
please distinguish, when practicable, between those which are
of American origin and those which have been imported, giving,
when possible, the origin of each, whether Indian, Scotch,
English, Irish, German, &c. By a prompt compliance with this
request you will very much oblige,

Yours, respectfully,

Mark D. Harrington

Chief of Weather Bureau

(A franked envelope is inclosed for your reply.)

P
Treasury Department,
Office of the General Superintendent
Life-Saving Service.

Washington, D. C. August 20 1893

Rever

Pea Island Life-Saving Station.
Sixth District, Manteo, N.C.

Sir:

Your telegram of yesterday reads as follows:-
Geo. A. Wainwright, Norfolk, Va. American two masted Schooner.
Persons on board four, Manteo, N.C. Bound, Del. Shingles.
Cape Hatteras Sound. Crew saved. Richard Etheridge, keeper.

You could have conveyed the information by using a less
number of words, as follows:

"Schooner George A. Wainwright. Norfolk, from Hatteras
to Laurel, Delaware: crew four; shingles; Cape Hatteras
Sound. All saved." Etheridge.

But your telegram is incomplete, in that it does not
state what happened to the rebel, and how the crew
were saved.

Treasury Department,
Life-Saving Service.
November 4, 1893.

Respectfully referred to the
keeper, Pea Island station,
who will inform the applicant
that it will be necessary to
have the physician who signed
the written certificate state whether
the disease was probably con-
tracted in the line of duty in
the Life-Saving Service.

A. Kline Ball

General Superintendent

(2).

Were saved.

The term given in Circular Report No. 16, should be
followed. Men casualties of no special consequence, should be
reported on Form 1805 - preliminary wreck report, and not
telegraphed.

The government harshly pay for every word used in a
dispatch, and you should use the fewest words possible to
convey the information. You will see by counting, that in your
message, you used eight unnecessary words.

Respectfully yours,

A. Kline Ball
General Superintendent.

L. P. 61055

Wrecks from Ships &
other vessels

Treasury Department.

Office of the General Superintendent
Life-Saving Service,

Washington, D. C. October 28 1893

Rever

Pea Island Life-Saving Station,
Manteo, N.C.

Sir:

Herewith are transmitted drafts dated the 27th instant and drawn
on the Assistant Treasurer of the United States at New York City by
Geo. A. Bartlett, Disbursing Clerk, in favor of the following named per-
sons, in the sums set opposite their respective names for services
rendered the Life-Saving Service under your direction on the occasion
of the stranding of the schooner "Geo. C. Wainwright," on July 30th and
last year.

J. W. Midgett,	\$2.00	No. 538902
J. T. Payne,	" 2.00	" 538903.
Joseph Midgett,	" 2.00	" 538904.
E. S. Midgett,	" 2.00	" 538905.

You will please deliver the drafts to them.

Respectfully yours,

4 Enclosures.

A. Kline Ball
General Superintendent.

L. R.
Mention these Stamps in
any reply letter.

Treasury Department,

OFFICE OF THE GENERAL SUPERINTENDENT LIFE-SAVING SERVICE.

Washington, D. C., January 13, 1894.

Keeper

Pea Island Life-Saving Station.

Manteo, N.C.

Sir

Whence the supplies furnished by the Women's National Relief Association for the use and care of shipwrecked persons at your station are so far exhausted as to make another less desirable, you are directed to promptly inform this office of the fact.

Respectfully yours,

A. J. Kirby

General Superintendent.

You will please inform this office immediately how many blankets in good order furnished by the above-named association are on hand.

U. S.—The instructions on the back of this roll must be carefully observed.

Form 14a.

PAY-ROLL of the Pea Island Life Saving Station, P. H. MORGAN, Superintendent of the Sixth District, the sums opposite our respective names, in full for our compensation for services rendered the Life-Saving Service during the QUARTER, ending DEC 31, 1893.

NAME	CAPACITY	NUMBER OF DAYS PRESENT			DATE OF PAY.	AMOUNT OF PAY.	BY CHECK DATED RECEIVED MR. G.	SIGNATURE	WITNESS	REMARKS
		OCT	NOV	DEC						
Richard Ethridge	Keeper	31	30	31	900	—	225	—	8808	18 83 4
B. J. Bowes	Surfman	30	30	30	—	65-	190 80	8809	8809	8809
G. R. Midgett	—	29	29	29	—	65-	184 45	8810	8810	8810
W. P. Pidgeon	—	29	30	30	—	65-	188 70	8811	8811	8811
Theo. Steckins	—	29	28	30	—	65-	184 37	8812	8812	8812
W. L. wire	—	29	30	24	—	65-	182 41	8813	8813	8813
W. H. Lovings	—	31	30	31	—	65-	190 00	8814	8814	8814
G. S. Wescott	—	—	—	31	—	65-	65-	8801	8801	8801
J. H. Berry	Temporary Surfman	—	—	9	—	65-	18 75	8802	8802	8802
J. W. Urquhart	—	9	3	—	—	65-	25 37	8803	8803	8803
							1460			

I HEREBY CERTIFY that the above named Keeper and Surfmen have been employed at the station named under my authority for the period mentioned in each case, and at the rates of authorized compensation opposite their respective names, in conformity with law and the established rules and regulations of the United States Life-Saving Service, and that the above account is current.

JAN 12 1894, 1894

(2d 4-3-91-2,000)

R. H. Morgan
Superintendent.

L. S. 52006

Treasurer, Dept. of the Treasury.

Comptroller, Dept. of the Treasury.

February 5, 1894.

Keeper,

Pea Island Life-Saving Station,

Manteo, N.C.

Sir:

In accordance with the recommendation of the assistant inspector of your district, in his inspection report of the 29th ultimo, the inspector of life-saving stations has this day been directed to forward to your station one patrol clock, complete, with leather case and eight keys. Upon the receipt of these articles you will cause the old patrol clock, complete, with leather case and all the keys belonging thereto, to be forwarded by mail to the inspector of life-saving stations, No. 24 State Street, New York City. The assistant inspector states that the old clock on hand stops frequently and is not satisfactory. You will carefully pack the old clock, etc., to be returned, in order that the articles may sustain no damage in transit.

The receipt of the new clock, and the disuse of the old one, should be noted upon the inventory, and the journal and transcript under the proper dates.

Respectfully yours,

R. H. Morgan
General Superintendent, U.S.L.S.

C. R.
Station Name: Pea Island
Date: August 18

Treasury Department.
Office of the General Superintendent
Life-Saving Service

Washington, D. C. January 11, 1895

Keeper

Pea Island Life-Saving Station,
Sixth District, Manteo, N.C.

Sir:

Referring to your statement in the transcript of Journal of October 14, 1894, relative to asserting a fishing skiff stranded, you are requested to forward to this Office, through the District Superintendent, a report on Form 1806, giving full particulars.

Respectfully yours,

Richard Ethridge
General Superintendent.

Pea Island Station
August 1 1895

Richard Ethridge
Keeper

SUPERINTENDENT

Office Supl. & Life-Saving Dist.
Shenandoah, N.C.

AUG 11 1895

Respectfully submitted

To Keeper Pea Island
Station, who will furnish
all the circumstances
connected with the charge
of Captain T. S. Worcester
of the life-saving boat
in the charge for salvaging
I do not understand
the nature of the charge
against the United
States or why the United
States should be charged
with this amount.
Salvage is not allowed
to equal subsistence
See Reportant Circular
No. 61, 1893—

P. H. Murray
Superintendent

No. of I. — tress.

U. S. Treasury Department.

Keeper Pea Island

L. S. S.

Sir - engage 6 men from
Aug 1 to May 31 1896
and 4th man from Dec 1
to Apr. 30 1896 under
same conditions and pay
as last season - use only
the enclosed articles of
engagement.

July 6, 1895.

P. H. Murray
Capt.

Wm. F. D. Jr.
Nov. 18, 1895

Keeper Richard Ethridge
Dear Sir:

I send you one black mule
to take the place of the lame mule now
at your station. hope this will prove to
be a fast animal. Let good care
of him, & when you receive this notice
call the mepot & bring my pay
junto. Notify the Comptroller in which
you receive money, keep the lame
mule till further orders.

Yours
P. H. Murray
Capt.

Office of Assistant
Comptroller
Elizabethtown, N.C.
Nov. 8 1895

Captain Richard Etheridge
U.S. Life-Saving Station, Pea Island
Sir.

Please sign enclosed form
for condemnation of the disabled
mule at your station and re-
turn to me. Also please in-
form me at what price in
your opinion it would be most
advisable to have the mule
sold as recommended.

Respectfully yours,
J.C. Caldwell
Ass't Inspector
Dist. S. District.

Attn. J. H.
U. S. Treasury Department.

Capt. Etheridge:

You have failed
to send Report of Charge
of Capt. G. W. Black
G.R. Woodfitt has been
failed to pass
Send the report at
once. & if you have
the mind anticipate of
Woodfitt. Send also
Attn. J. H.
Dept.

Form No. 1.
OFFICE OF THE
GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE.

Washington, D. C., 17, 1895.

Mr. Richard Etheridge
Pea Island
Manteo, N.C.

Sir;

Herewith is transmitted Draft No. 653,630, dated

17, and drawn on the Assistant Treasurer of the

United States at _____, by GEORGE A. BARTLETT,

Disbursing Clerk, in your favor, for the sum of

one, 80/100 Dollars (\$1.80),

in liquidation of your bill _____ against the Life-Saving Service, dated

Oct. 28, 1895, L.R. 56,358,

(10 gals mineral oil.)

Respectfully yours,

A. D. Kirbald
General Superintendent.

Form No. 1.
OFFICE OF THE
GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE.

September 21, 1897

Mr. Richard Etheridge
Manteo, N.C.
Pea Island
keeper 6²

Sir:

Herewith is transmitted Draft No. 711,111, dated

21st instant, and drawn on the Assistant Treasurer of the

United States at New York, N.Y. by GEORGE A. BARTLETT,

Disbursing Clerk, in your favor, for the sum of

fifteen, 61/100 Dollars (\$1.61)

in liquidation of your bill against the Life-Saving Service, dated

May 6, 1897, L.R. 60,875-

Respectfully yours,

A. D. Kirbald
General Superintendent.

Pine Island

Sir. The following articles have been condemned at your station and are to be disposed of as follows:
 May 18. 1899, 1 chaf. pot, 1 cast. body, 1 coffee pot (3-gal.), all to be dropped as worthless and removed from the station. 4 pairs blanket, to be kept for emergency, 50 pairs bag, to be sold for not less than .25 each. 2 oil barrels to be sold for not less than .50 each.

May 19. 1899 - 1-3 gal. coffee pot, 1 iron pot (3-gal.), 2 gal. can fri. basket, 1 cedar bucket, 1 short shrub, 1 iron tea kettle, 1 ladle, 1 coffee mill, 1 tin take pan, 2 sauce pans, 7 plates covers, 1 oil table cloth, all to be disposed of as worthless and removed from station.

The articles to be sold you will sell and forward proceeds to me.

At your command

Evans, Meekins & Co.,

WHOLESALE AND RETAIL DEALERS IN

GENERAL MERCHANDISE,

Boots, Shoes, Hats and Furniture, Wood-Preserving Paints, Oils, and Est Material.

MANUFACTURED, WHOLESALE, &c.

Manteo, N.C. May 28, 1899.

Richd! Evans Esq
Super Pine Island Station
Sir

When you wrote up we forgot to say any thing about the wheel for station. If or Not the wheel suited & was the bill made out correctly, will the check come direct from the post office, or will it be paid by you? This was an omission on my part to say any thing about it, & would like to hear from you.

Jas. H. Evans
Pine Island

May 26 N.C. 9/5th 1899
Capt. Richard Etheridge

My dear Capt
& will sell the lumber and sales Beef Ties at your station on Sept the 12th 1899

In close row will fine notice if this is not correct Please send me statement at once as & have advertised the same & have advertised in 3 Public Places as the law directs &c

After Best wishes & our regards very truly

R. W. Evans M.
Wreck Commissioner

P.S. Soft if what I have got imbeded in the advertisement is not correct send me a true one as soon as you can change the notices &c W

STATEMENT.

Richard Etheridge, May 1, 1899
To Griffin, Sample & Co., Dr.,
Manteo, N.C.



Terms

Interest will be charged on all bills unpaid after maturity.

Oct 2	1 Suit of Clothes	3.00
4	Cape	.50
1	pair Boots	1.50
5	40 ft Netting at	18.00
12	230 ft Combs 55,	2.26
2	Bags 5	.10
		30.36

• Manteo, N. C. 1977
McGeorge Jones Griffin Smith
Bought of MANTEO LUMBER & SUPPLY CO.,
(incorporated.)

MANUFACTURERS OF AND DEALERS IN

↳Lumber, Building Material and Fish Boxes. Also Meal and Hominy.«

Sept 14 601 Suit Cloths 2^{do} 1st Drawers 325
8yd Home from 5th & made them 140
Other 1st, 1st Drawers 30 100
1 Sipe 2^{do} 46.91 35-
1st Coat 175. 8 lb Dime 6 225 812.8

Richard Ethington
1899 Bat of the Wrens

17	1 pt. Cobble Seed	20
	1 lb. Dog Kibble Com 1 ²⁵	250
	1 bag Hamsters	110
	1/4 lb. Ham 14¢	7.56
	1/2 bag (Oleophonic) Webster's Kitten	118
	1/2 Cobble Seed 10¢	120
	1 Bag 50	05
		1374

~~Thank you for the order of~~
paper Gardner & Son
8/1/08

Mansfield, N. C. Oct 2 1889
Miss Richard Etchegaray Co

**BOUGHT
OF GRIFFIN, SAMPLE & CO.,**

Wholesale and Retail Dealers in

Dry Goods, Notions, Boots, Shoes, Hats, Caps, Ready-Made Clothing,

Pasey and Staples Groceries, Hardware, Drugs, Boat and Fishing Tackle, Paints, Oils, Hay, Grain and Everything else kept in a first-class General Store.

Manufacturers Agents For TRUM

5 lb Sugar	6	3.00
5 lb Flour	13	6.76
1 lb Apples	10	1.00
5 lb Rice	6	.50
2 pnt Jelly		45
1 Box Margarine		10
5 lb Corn Coffee	14	7.0
1 lb B Powder		1.00
1 Pk Salt		.25
2 sacs L.A. salt	75	1.50
1 bag Roachka	125	88
44 2/3 lb Pork	6	2.68
		18.57

Manteo, N. C., ~~June 2, 1915~~

Bought of MANTEO LUMBER & M'FG. CO.,

Incorporated

Number Building Material and Fish Boxes. Also Meal and Hominy.

Woolen, Building Material and Furniture. See WOOL.

300 ft. 140-149 - 270
88 " 20-50 - 183 4

TO INSURE ATTENTION, PAYABLE PROMPTLY, AND ADDRESS THE FIRM.

Mr. Rich & Etting Manteo, N.C., Mar 6 1897

For States

EVANS, MEEKINS & CO.,
Wholesale and Retail Dealers in

GENERAL MERCHANDISE.

Boots, Shoes, Hats, Furniture.
Dry Goods, Groceries, &c.

Manufactured Agents for World-Famous
Wood-Preserving Paints, Oils
and Ice Material.

50 lbs Sugar	57 1/2
1 Doz Hc	15
1 Gal No 0 Milk	37
1 Doz Milk	100
40 lbs Bacon 9 1/4	377
10 lbs Lard	140
1 Doz Corn Oil	85
1 " Butter	125
1 m ² Drk Bisc	25
1 Gal Vinger	25
4 lbs Butter	280
	112 16

B. C. EVANS.

THEO. A. MEEKINS,
MONTHLY STATEMENT

N. E. GOULD

Manteo, N.C., Mar 1st 1897

Mr. Rich & Etting

TO EVANS, MEEKINS & CO., DR.,
GENERAL MERCHANDISE.

Boots, Shoes, Hats and Furniture, Wood-Preserving Paints, Oils and Ice Material.

TERMS, 30 DAYS.

Oct 3	100 lbs Meats	50
" 2 lbs Pepper	12 1/2	25
" 1 Doz Nuts Corn	150	
" 1 Doz Tomatoes	90	
" 1 Doz Onion	60	
" 10 lbs Bacon	375	
" 15 lbs Sugar	2 90	
" 5 lbs Coffee	60	
" 10 lbs Bag Flour	400	
		11.60

We have adopted the rule to render a Statement to our customers
the first of each month. If this Statement is not correct, please advise
us at once. If the account is not due, you will not consider this a
demand for payment. If due, please remit promptly.

Rich & Etting Co

1898

Apr 16	1 Doz Butter	180
" 1 Doz Onion	590	
" 1 Doz 20	00	
" 5 lbs Peeling	25	
" 10 lbs Bacon	100	
" 1 Doz Onion	110	
" 1 Doz 30	00	
		1.80

S. A. GRIFFIN.

A. G. SAMPLE

L. N. MCGOWAN

Manteo, N.C., Apr 4, 1900

Mr. R. Etting & Co.

Bought of GRIFFIN, SAMPLE & CO.,

Wholesale and Retail Dealers in

Dry Goods, Notions, Boots, Shoes, Hats, Caps, and Ready-Made Clothing, &
Fancy and Simple Groceries, Hardware, Drugs, Seed and Fishing Tackle, Paints, Oils, Gas, Coal and Everything Required in a General Store.

Manufacturers Agents for Trunks and Bags, Rubber Boots and Oil Clothing, Stoves.

TO INSURE ATTENTION ADDRESS THE FIRM.

10 Gal oil	15	150
1 Doz cans	75	
50 lbs flour 52 1/2	258	
25 lbs Pork	75	175
		1.58

At the time of my
leaving for the West,
I send you my best
wishes for your safety.

May 30, 1900

B. J. Bowser,
City Super. Pea Ld. S.S.,
Upon the receipt of this letter
you will turn over the Pea Ld.
Station to your #2 man or
other suitable man as required
by Sect. 201 Regs. 1899, and come
to this city for physical ex-
amination for position of keeper.
The man you supply will have
your own expenses.

R. P. R. O. C. S.



No. 19. TREASURY DEPARTMENT

B. J. Barnes.
act. keeper.

I enclose you checks
for crew. the pay rolls came
this A.M. I sent mes.
Balances to her - she owes
George & Jones \$15.48 -
for her father's entitlement
in my last. & I send
Jones' check for \$44.52
which makes \$60- due
me.

JUN 5 1900
I gave L S Mecatt
his check

P. H. Knaggs
sixth

L. S. Mecatt -
Keeper Pea Island L. S. Station
Manteo, N.C.

Sir:
Your letter under date of Feb. 24th last has
just been received. The number before pattern of
March at Manteo, why this delay in mailing.
You will at once write me as to whether you
say the assault and if not present who were your
witnesses, whether any blows were struck and by whom,
stating whether or not Surplice Bigford did any
and provoked the assault. You will also state
whether Surplice Bigford was guilty of using profane
or vulgar language during the affair and require
such Walton and Bigford to write me a letter
to be forwarded by you each telling his side of the
case. At the end of your letter to me you will
suggest the punishment or punishment you think
should be given in each case. Have the other surpluses
which you enclosed the row with all be preserved
and law. Attached to this put one keeping the affixes
at the station until it is decided to not grant any
further liberty to Surplice Walton until the case is
settled by Mr. Knaggs and myself. Respectfully
S. W. O. Under
Act. Keeper.

LIFE-SAVING SERVICE,
OFFICE OF SUPERINTENDENT, 7TH DISTRICT

Pea Island
Life Saving Station
Shawboro, N.C., August 31, 1905.

Sir: Please write me in full
what repairs is needed on the
Jones Carr State in full all
repairs needed I will have to
know this before advertising the
work. General repair will not
answer. Advise me by return
mail.

Respectfully,
P. H. Knaggs
Superintendent

LIFE-SAVING SERVICE,
OFFICE OF SUPERINTENDENT, 7TH DISTRICT
Shawboro, N.C., March 2, 1911.

LIFE-SAVING SERVICE,
OFFICE OF SUPERINTENDENT, 7TH DISTRICT

SHAWBORO, N.C., June 7th, 1911.

Keeper of the
Pea Island station.

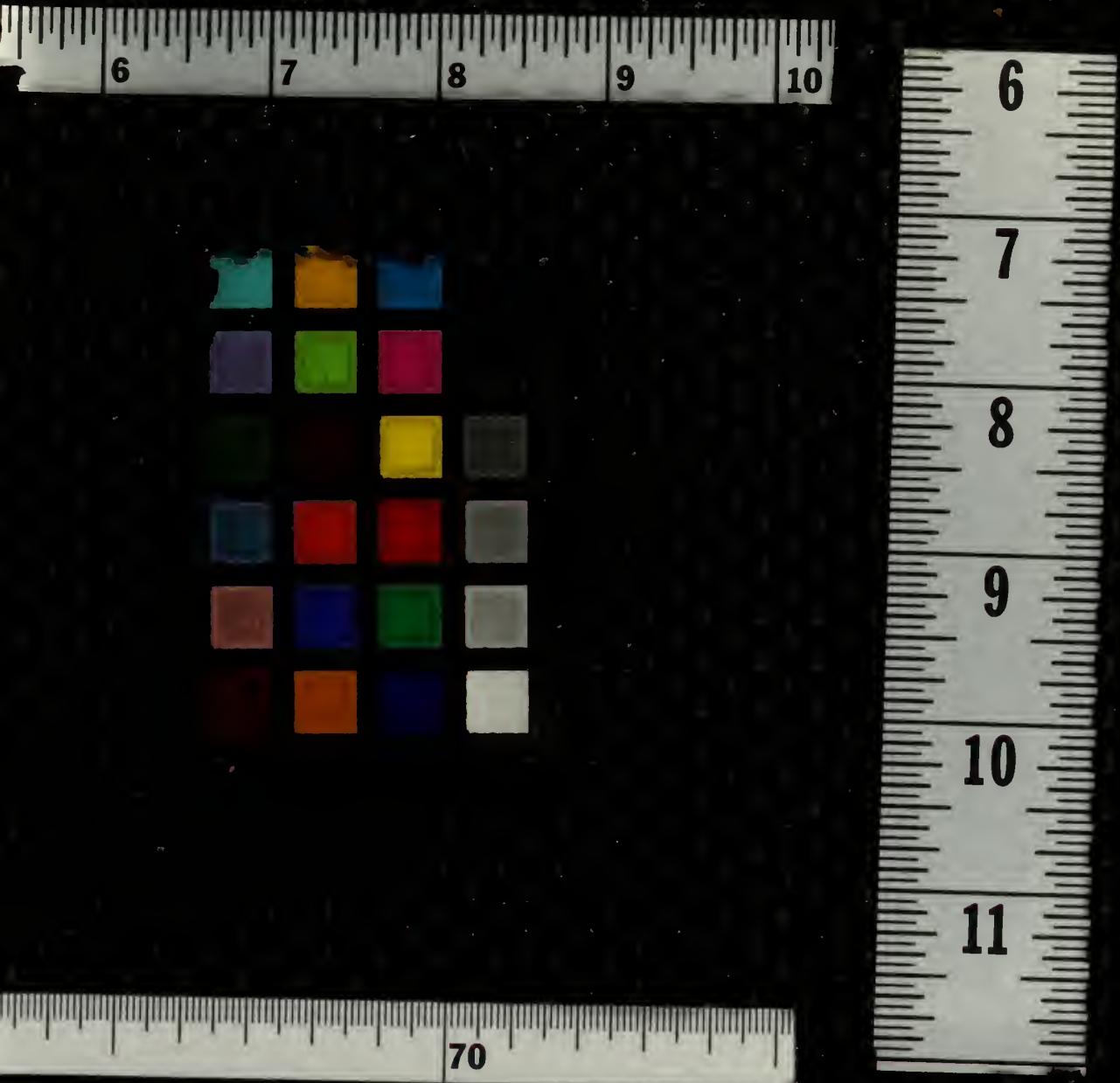
Sir:

You have been forwarded a set of blank keys for Imhauser time de-
tector. You will fit the keys which you can do with a small file, by
a copy from the old keys.
If you cannot do this inform this office, keepers are doing it where
new keys are requested.

Respectfully,
P. H. Knaggs
Superintendent.

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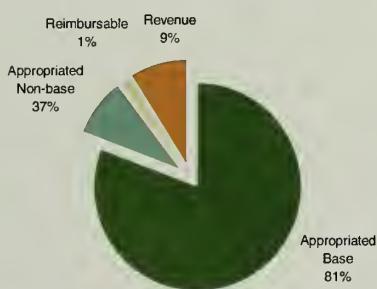


Financials

Summary Financial Statement

Total Outer Banks Group expenditures in FY2001 were almost \$7.3 million for operations and maintenance with 81% covered by the Group's appropriated base. Visitor Experience and Enjoyment (VEE) received the largest share of funds at \$2.2 million (31% of the total) followed closely by Facility Operations at \$1.9 million (26% of the total). Maintenance received the least at 0.8 million (11% of the total). However, when combined, Facility Operations and Maintenance made up the Group's largest budget area at \$2.7 million (38% of the total).

FY01 Expenditures by Fund Source

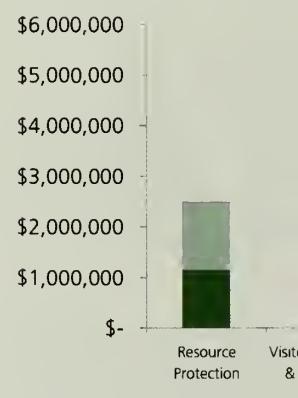


The Group's FY2001 expenditures, according to the four main funding categories.

The Group's unmet operational funding need of nearly \$8.2 million represents a 53% shortfall in the total required budget of \$15.4 million. By Functional Area, the greatest proportional unmet need is in Maintenance with a 62% funding shortfall. In contrast, Facility Operations has the smallest relative unmet need at 21%. This reflects both a shortage of resources and a conscious shift away from reactive facility operations to more proactive maintenance activities.

By absolute dollar amount, Visitor Experience and Enjoyment has the greatest unmet need at over \$3.1 million. Almost 80% of this shortfall comes from the resource stretched programs of Visitor Safety Services, VEE Management and Administration, Interpretation and Visitor Center Operations. Management and Administration shows a shortage of \$1.7 million with a full 68% due to significant deficits in the Planning (particularly structural planning), Communications (including radio, dispatch and information technology) and Park-wide Safety programs. Resource Protection also has a significant unmet need of \$1.3 million, which is predominately due to

FY01 Required



shortfalls in the Cultural Management programs.

Of the Group's \$8.2 million or \$6.1 million, is needed translates to an additional greatest and least proportionate Maintenance at 105% and illustrating the transition Visitor Experience and Education absolute need, requiring Interpretation and 13 Visitor